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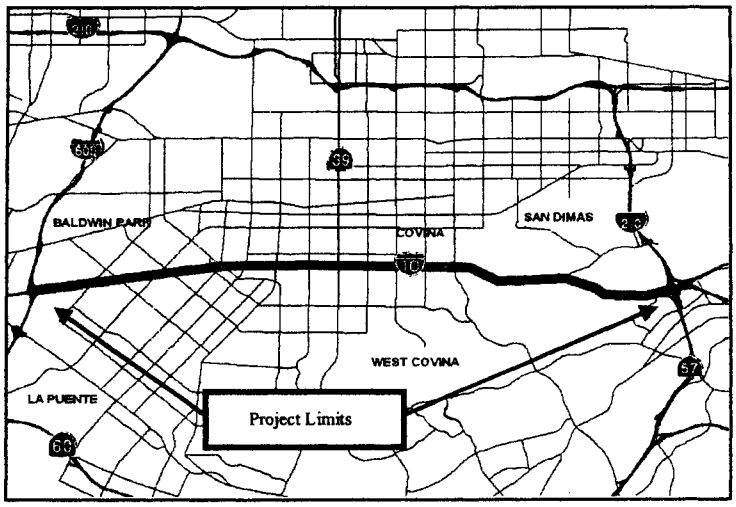
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
MITIGATED NEGATIVE DECLARATION



Add One High Occupancy Vehicle Lane in Each Direction on
the San Bernardino Freeway (Interstate 10) from
Interstate 605 to State Routes 57/71 and Interstate 210
in Los Angeles County
07-LA-10

KP 50.2/68.2 (PM 31.2/42.4)

Los Angeles, California

United States Department of Transportation Federal Highway Administration,
State of California, Department of Transportation
and
Los Angeles County Metropolitan Transportation Authority

U.S. Department of Transportation
Federal Highway Administration

Caltrans

Los Angles County
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MITIGATED NEGATIVE DECLARATION

Submitted Pursuant to: 42 U.S.C. 4332(2)

United States Department of Transportation
Federal Highway Administration
and
State of California
Department of Transportation

Oct 4, 2002
Date of Approval

Ronald Kosinski
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Date of Approval

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TABLE OF CONTENTS

APPENDICES

LIST OF TABLES

LIST OF FIGURES

PREFACE

PREFACE

The National Environmental Policy Act of 1969 (NEPA, 40 C.F.R Section 1500 et. seq.) was the first legislation in the United States to require environmental impact assessments for proposed projects. The purpose of NEPA was to establish a national policy on the protection and restoration of environmental quality, to set up the Council on Environmental Quality (CEQ) to review environmental programs and progress, and to advise the President on these matters. California was the first state to enact a law modeled on NEPA, with the adoption of the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et. seq.) in 1970. The main objectives of CEQA are to disclose meaningful environmental impacts of proposed activities to decision makers and the public, to require agencies to avoid or reduce environmental impacts, to encourage interagency coordination in the review of projects and to enhance public participation in the planning process.

Because the proposed project evaluated in this Environmental Document (ED) would affect an interstate highway in California, it is subject to the requirements of both NEPA and CEQA. Because the proposed project is not included in a list of Categorically Excluded or Exempt projects, an Initial Study (IS) for CEQA and an Environmental Assessment (EA) for NEPA were prepared concurrently. The purpose of this IS/EA is to determine whether an Environmental Impact Report (EIR) under CEQA and an Environmental Impact Statement (EIS) under NEPA are necessary for this proposed project. If the IS/EA concludes that the project with mitigation may have a significant effect on the environment, an EIR/EIS should be prepared. Otherwise, a Negative Declaration under CEQA and a Finding of No Significant Impact under NEPA would be prepared.

SECTION 1.0

PURPOSE AND NEED FOR ACTION

Section 1.0
PURPOSE AND NEED FOR THE ACTION

1.1 INTRODUCTION

Interstate Route 10 (I-10) is a major east-west freeway used for intraregional, interregional and interstate travel and shipping in Southern California. I-10, part of the Federal National Highway System (NHS), is a major commuter route linking Los Angeles, San Bernardino and Riverside Counties and is a major travel route to and from states east of California. It is a major truck route of key economic importance in Southern California. I-10 (also known as the Christopher Columbus Transcontinental Highway) begins at 4th Street in the City of Santa Monica and extends east through Los Angeles County to San Bernardino and Riverside Counties, continuing out of California and terminating on the east coast of the United States.

Heavy congestion currently occurs eastbound and westbound in the project study corridor on I-10, between Interstate Route 605 (I-605) and the State Route (SR 57)/State Route 71 (SR 71)/Interstate Route 210 (I-210) Interchange, in both the morning and evening peak periods. The existing El Monte Busway, a separated High Occupancy Vehicle (HOV) facility, extends from Baldwin Avenue in the City of El Monte west to Alameda Street in the Los Angeles Central Business District (CBD). The segment of the El Monte Busway from Interstate Route 710 (I-710) to I-605 is in the I-10 median. From I-710 to Alameda Street, the Busway is on the north side of I-10. The California Department of Transportation (the Department, also known as Caltrans) and the Federal Highway Administration (FHWA) have an approved project to construct one HOV lane in each direction from Baldwin Avenue to I-605.

The Department, in cooperation with the Los Angeles County Metropolitan Transportation Authority (MTA), is proposing improvements as part of this project to an approximately 18.0 kilometer (km, 11.2 mile) section of I-10 from I-605 to the SR 57/SR 71/I-210 Interchange to meet existing and future traffic demand. The project proposes the addition of one HOV lane in the center median in each direction, with climbing lanes, soundwalls and retaining walls where needed. This project also includes widening of existing freeway bridges on the entire project segment to accommodate the project. The project section extends from I-605 in the City of Baldwin Park, east through the Cities of West Covina and Covina and unincorporated Los Angeles County, to the SR 57/SR 71/I-210 Interchange in the Cities of Pomona and San Dimas in Los Angeles County, as shown in Figure 1.1-1. Section 2.0 (Description of the Proposed Project) in this Environmental Document (ED) provides a detailed description of the proposed I-10 HOV lane project, the No Build/No Action Alternative and other alternatives (some of which have been withdrawn from consideration in this ED).

The purpose of this ED is to provide decision makers with appropriate and sufficient information regarding the potential effects of the proposed project for consideration in whether to approve the proposed I-10 HOV lane project.

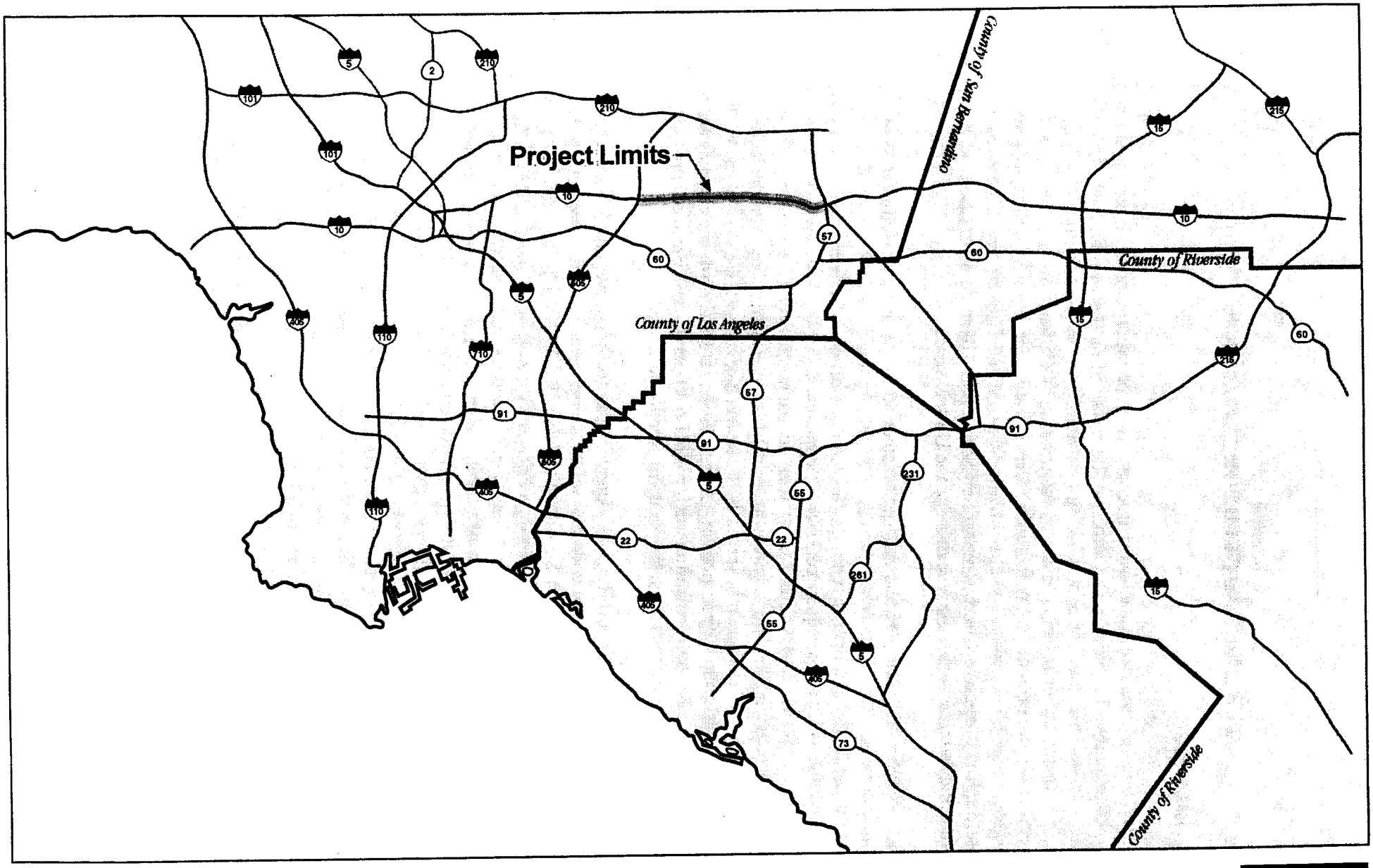


Figure 1 1-1

Regional Location Map

I-10 HOV PROJECT

1.2 THE EXISTING TRANSPORTATION FACILITY

I-10 is currently an eight-lane freeway throughout most of the project length from I-605 to the SR 57/SR 71/I-210 Interchange, with auxiliary lanes as needed. Ramp meters, as part of a Transportation Management Plan (TMP) improvement, are provided on nearly all the ramps in the project study area. Recurrent congestion occurs westbound in the morning peak hours and eastbound in the evening peak hours. The majority of the project study area currently operates at capacity in the morning and evening peak hours. In addition, the terrain on the east end of the project section, from east of Grand Avenue to the SR 57/SR 71/I-210 Interchange, is hilly, with grades up to 5.5 percent. These grades cause vehicles to queue behind slow moving traffic.

1.3 PURPOSE AND NEED FOR THE PROPOSED I-10 HOV LANE PROJECT

Eastern Los Angeles County and western San Bernardino County are continuing to grow at a rapid rate, including development of both residential and employment land uses. According to the Southern California Association of Governments (SCAG), population in Los Angeles County is forecasted to increase by 29 percent between 2000 and 2025. Employment in Los Angeles County is forecasted to increase by 19 percent over the same period. Larger increases in population and employment are expected in the counties east of Los Angeles County between 2000 and 2025.

Peak period traffic demand on I-10 currently exceeds capacity and, as a result of existing and forecasted growth, is expected to continue to exceed capacity in the future. The purpose of the proposed I-10 HOV lane project is to promote multiple-person ridership to assist in relieving congestion on this section of I-10 by:

- Providing for a continuous HOV system by connecting existing and approved HOV facilities west of I-605 with existing and approved HOV facilities to the east of the SR 57/SR 71/I-201 Interchange. The El Monte Busway currently extends to east to Baldwin Avenue; construction for HOV lanes between Baldwin Avenue and I-605 was initiated in early 2002. HOV lanes are currently under construction on I-10 east of the SR 57/SR 71/I-210 Interchange.

- Increasing the person carrying capacity of this section of I-10 by encouraging and supporting the use of shared-ride modes.

- Helping to achieve the adopted Regional Mobility Plan (RMP) goals of reducing emissions from transportation sources and recapturing 1984 mobility levels.

1.4 OPERATIONAL DEFICIENCIES

1.4.1 LEVEL OF SERVICE DEFINITION

Road capacity is generally measured as the number of vehicles that can reasonably pass over a given section of road in a given period of time. The Highway Capacity Manual (HCM, National Transportation Research Board, 2000) identifies travel speed, freedom to maneuver and

proximity to other vehicles as important factors in determining the level of service (LOS) on a road. Daily traffic volumes are used to estimate the extent to which peak hour traffic volumes equal or exceed the maximum desirable capacity of a road.

Traffic flow is classified by LOS, ranging from LOS A, defined as free flow traffic with no delays, to LOS F, defined as forced flow with substantial delays, as shown in Table 1.4-1. At LOS E or higher, the theoretical capacity of a road is considered to be exceeded. Figure 1.4-1 visually depicts traffic flow conditions for LOS A to LOS F.

TABLE 1.4-1
GENERAL DESCRIPTIONS OF LEVELS OF SERVICE

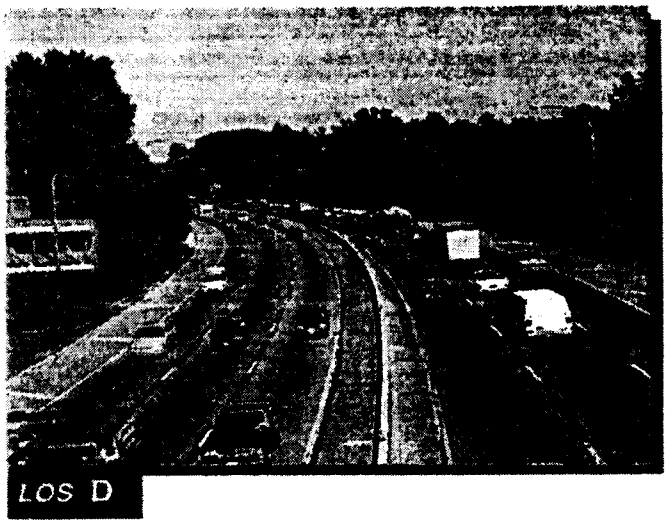
Level of Service (LOS)	Description/Condition
LOS A	Excellent – Free flow, unimpeded ability to maneuver within the traffic stream, effects of incidents or point breakdowns are easily absorbed at this level.
LOS B	Very good – Reasonably free flow, ability to maneuver within the traffic stream is only slightly restricted, effects of minor incidents are still easily absorbed.
LOS C	Good – Freedom to maneuver is noticeably restricted, lane changes require more care and vigilance and queues form behind any blockage.
LOS D	Fair – Density begins to increase somewhat more quickly, minor incidents can be expected to create queuing because there is little space to absorb disruptions.
LOS E	Capacity – Virtually no usable gaps in the traffic stream, maneuverability within the traffic stream is extremely limited.
LOS F	Forced flow – Breakdown in vehicular flow, queues form behind traffic incidents or weaving areas. The Department rates LOS F by the length of time that congestion will be experienced at a certain point, as follows: F-0: 15 minutes to one hour of congestion. F-1: One to two hours of congestion. F-2: Two to three hours of congestion. F-3: Three or more hours of congestion.

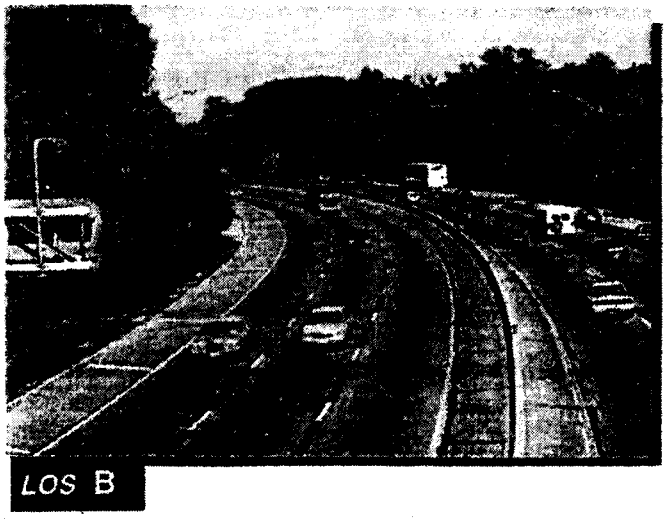
The LOS for a road is calculated by dividing the total traffic volume on that segment by the theoretical capacity of the segment. The volume to capacity (V/C) ratio provides an expression of traffic flow and congestion on a road. As shown on Table 1.4-1, LOS F is subdivided to better correlate the degree to which a road has exceeded its theoretical capacity as a function of the amount of time a road is congested. The volume to capacity ratios for LOS F0 to LOS F3 range from 1.0 to 1.46 and greater, reflecting greater delays and congestion as the V/C ratio increases.

1.4.2 EXISTING TRAFFIC DEMAND

For this project, the section of I-10 between I-605 and the SR 57/SR 71/I-210 Interchange was divided into three segments to facilitate the design, engineering and environmental activities, as follows:

Segment 1. This western segment extends from the interchange of I-10 with I-605 to just west of the Puente Avenue Undercrossing in the City of Baldwin Park.





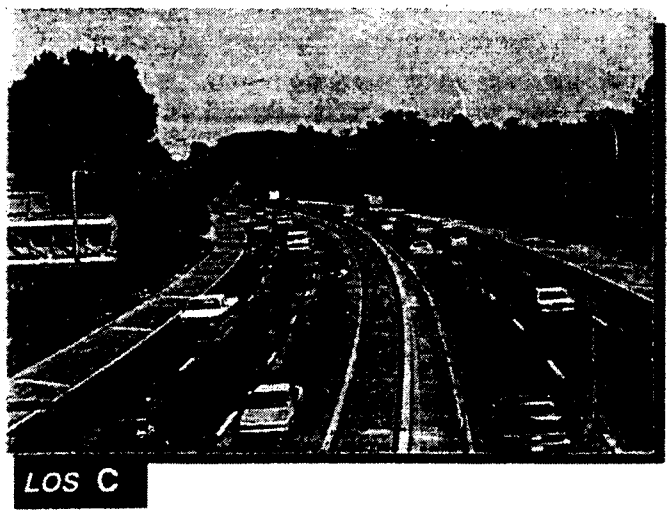


Figure 1.4-1

Level of Service Definitions

I-10 HOV PROJECT

Segment 2. This segment extends from just west of the Puente Avenue Undercrossing in Baldwin Park to just west of the Citrus Street Interchange ramps in the City of West Covina.

Segment 3: This segment extends from just west of the Citrus Street Interchange ramps in West Covina to the west side of the SR 57/SR 71/I-210 Interchange in the Cities of San Dimas and Pomona.

The 2001 Average Daily Traffic (ADT) ranged from 205,000 vehicles per day (vpd) on I-10 between at the I-605 Interchange to 258,000 vpd east of the SR 57/SR 71/I-210 Interchange. The majority of Segments 1 and 2 operated at LOS E or better in the AM and PM peak hours in 2001, although a few locations operated at LOS F0. Segment 3 operated at LOS F2 or F3 in 2001.

Other freeways in the area include I-605, a north-south freeway crossing I-10 at the west end of the project section; I-210/SR 57, a north-south freeway crossing I-10 at the east end of the project section; SR 71, a north-south freeway intersecting I-10 at the east end of the project section; State Route 60 (SR 60), an east-west freeway 4.8 km (3 miles) south of and parallel to I-10; and I-210, an east-west freeway approximately 4.8 km (3 miles) north of and parallel to I-10. These other area freeways are shown on Figure 1.1-1. I-210 and SR 60 operate at congested levels during peak periods and do not offer reasonable alternatives to I-10.

1.5 PROJECTED 2028/2031 TRANSPORTATION DEMAND

The projected year 2028/2031 peak hour traffic volumes and LOS on I-10 with the proposed I-10 HOV lane project are shown in Table 1.5-1. As shown, the projected AM peak hour 2028/2031 volumes on I-10 from I-605 to Puente Avenue range from 25,500 to 29,800 vehicles per hour (vph), a substantial increase over existing conditions. This represents three or more hours of traffic congestion with average speeds of less than 32 KM/h (20 mph) on this segment of I-10.

The projected AM peak hour 2028/2031 volumes for I-10 between Puente Avenue and Citrus Street range from 28,000 to 31,700 vph, a substantial increase over existing volumes which represents three hours or more of traffic congestion with average speeds less than 32 km/h (20 mph).

The projected AM peak hour 2028/2031volumes for I-10 between Citrus Street and the SR 57/SR 71/I-210 Interchange range from 28,000 to 29,600 vph, a substantial increase over existing conditions, which represents three hours or more of traffic congestion with average speeds less than 32 km/h (20 mph).

Additional discussion of the projected traffic volumes on the project section of I-10 with and without the proposed I-10 HOV lane project is provided in Section 5.0 (Discussion of the Environmental Evaluation).

TABLE 1.5-1
2028/2031 TRAFFIC SUMMARY

Location (a)	Peak Hour Volume [1]	Direct Split [1]	Volume	Volume		Number of Lanes			Capacity		Volume/Capacity		Level of Service		Persons Moved
				HOV	MF+AUX	MF	AUX	HOV	MF+AUX	HOV	MF+AUX	HOV	MF+AUX	HOV	
WESTBOUND - AM PEAK HOUR															
EB to NB I-605 - EB Off to Bess and Frazier	29,800	0.55	16,390	2,138	14,252	4	1	1	9,200	1,800	1.55	1.19	F3	F0	20,595
EB Off to Bess & Frazier - EB Off Baldwin Pk Blvd.	27,800	0.55	15,290	1,994	13,296	4	1	1	9,200	1,800	1.45	1.11	F2	F0	19,212
EB Off Baldwin Pk Blvd - EB Off Francisquito Ave	27,200	0.55	14,960	2,362	12,598	4	0	1	8,200	1,800	1.54	1.31	F3	F1	19,290
EB Off Francisquito Ave - EB Off to Puente Ave	25,500	0.55	14,025	2,214	11,811	4	0	1	8,200	1,800	1.44	1.23	F2	F0	18,084
EB Off to Puente Ave - EB On from Pacific Ave	28,000	0.55	15,400	2,009	13,391	4	1	1	9,200	1,800	1.46	1.12	F3	F0	19,351
EB On from Pacific Ave - EB Off Vincent Ave	29,200	0.55	16,060	2,095	13,965	4	1	1	9,200	1,800	1.52	1.16	F3	F0	20,180
EB Off Vincent Ave - WB On from NB39/Azusa Ave	30,400	0.55	16,720	2,181	14,539	4	1	1	9,200	1,800	1.58	1.21	F3	F0	21,009
WB On from NB39/Azusa Ave - Seg EB Off to Citrus Ave	31,700	0.55	17,435	2,274	15,161	4	1	1	9,200	1,800	1.65	1.26	F3	F1	21,907
Seg EB Off to Citrus Ave - EB Off to Barranca Ave	29,400	0.55	16,170	2,109	14,061	4	1	1	5,520	1,800	2.55	1.17	F3	F0	20,318
EB Off to Barranca Ave - WB Off to Grand Ave	29,600	0.55	16,280	2,123	14,157	4	1	1	5,520	1,800	2.56	1.18	F3	F0	20,456
WB Off to Grand Ave - EB On from WB Holt Ave	28,200	0.55	15,510	2,023	13,487	4	1	1	5,520	1,800	2.44	1.12	F3	F0	19,489
EB On from WB Holt Ave - EB Off to Via Verde	28,200	0.55	15,510	2,449	13,061	4	0	1	4,520	1,800	2.89	1.36	F3	F2	20,000
EB Off to Via Verde -Seg EB On from S-Campus	28,000	0.55	15,400	2,432	13,968	4	0	1	4,520	1,800	2.87	1.35	F3	F1	19,858
EASTBOUND - PM PEAK HOUR															
EB to NB I-605 - EB Off Bess & Frazier	29,800	0.55	16,390	1,602	14,788	4	2	1	11,200	1,800	1.32	0.89	F1	E	21,590
EB Off Bess & Frazier - EB Off Baldwin Pk	27,800	0.55	15,290	1,759	13,531	4	1	1	10,200	1,800	1.33	0.98	F1	E	20,459
EB Off Baldwin Pk - EB Off Francisquito Ave	27,200	0.55	14,960	1,721	13,239	4	1	1	10,200	1,800	1.30	0.96	F1	E	20,017

TABLE 1.5-1
2028/2031 TRAFFIC SUMMARY

Location (a)	Peak Hour Volume [1]	Direct Split [1]	Volume	Volume		Number of Lanes			Capacity		Volume/Capacity		Level of Service		Persons Moved
				HOV	MF+AUX	MF	AUX	HOV	MF+AUX	HOV	MF+AUX	HOV	MF+AUX	HOV	
EB Off Francisquito Ave - EB Off Puente Ave	25,500	0.55	14,025	1,960	12,065	4	0	1	8,200	1,800	1.47	1.09	F3	F0	19,182
EB Off Puente Ave - EB On from Pacific Ave	28,000	0.55	15,400	1,772	13,628	4	1	1	9,200	1,800	1.48	0.98	F3	E	20,606
EB On from Pacific Ave - EB Off Vincent Ave	29,200	0.55	16,060	1,848	14,212	4	1	1	9,200	1,800	1.54	1.03	F3	F0	21,490
EB Off Vincent Ave - WB On from NB39/Azusa Ave	30,400	0.55	16,720	1,924	14,796	4	1	1	9,200	1,800	1.61	1.07	F3	F0	21,490
WB On from NB39/Azusa Ave - Seg EB Off to Citrus Ave	31,700	0.55	17,435	2,006	15,429	4	1	1	9,200	1,800	1.68	1.11	F3	F0	23,329
Seg EB Off to Citrus Ave - EB Off to Barranca Ave	29,400	0.55	16,170	1,860	14,310	4	1	1	5,520	1,800	2.59	1.03	F3	F0	21,636
EB Off to Barranca Ave - WB Off to Grand Ave	29,600	.055	16,280	1,873	14,407	4	1	1	5,520	1,800	2.61	1.04	F3	F0	21,784
WB Off to Grand Ave - EB On from WB Holt Ave	28,200	0.55	15,510	1,784	13,726	5	0	1	5,650	1,800	2.43	0.99	F3	E	20,753
EB On from WB Holt Ave - EB Off to Via Verde	28,200	0.55	15,510	1,784	13,726	5	0	1	5,650	1,800	2.43	0.99	F3	E	20,753
EB Off to Via Verde - Seg EB On from S-Campus [2]	28,000	0.558	15,400	1,772	13,628	5	0	1	5,650	1,800	2.41	0.98	F3	E	20,606

(a) The locations of the traffic volumes are based on geographic segments of I-10 and are defined the same for both EB and WB I-10. For example, the westernmost segment of I-10 is identified as "EB to NB I-605 - EB Off Bess & Frazier." This is the segment of I-10 between the interchange with I-605 and the Bess and Frazier interchange.
(1) Caltrans, email from Refugio Dominguez, 3/8/2002.
(2) Additional MF Lane is provided for a portion of the distance between Kellogg and Via Verde. Not included in capacity.
MF – Mixed-Flow Lanes, capacity
AUX - Auxiliary Lane, capacity - 1,000 vphpl, except for EB auxiliary lane from I-605 to Francisquito Ave.
It is continuous for 1.5 miles. Use capacity of 2,000 vphpl.
HOV - High Occupancy Lane - capacity - 1,800 vphpl.
AM Peak - 0.75* Volume/(Number of Mixed-Flow and Auxiliary Lanes + 0.75).
PM Peak - 0.65* Volume/(Number of Mixed-Flow and Auxiliary Lanes + 0.65).

Persons Moved - Does not include persons in vehicles traveling in the opposite direction.
AM Peak - MF, AUX - 1.1 persons/vehicle HOV - 2.3 persons/vehicle.
PM Peak - MF, AUX - 1.2 persons/vehicle HOV - 2.4 persons/vehicle.

Source: Traffic Impact Analysis (Hernandez, Kroone Associates, 2002).

1.6 ACCIDENT CONDITIONS

The Department estimated traffic accident rates for I-10 using the Traffic Accident Surveillance and Analysis System (TASAS). Based on the TASAS analysis, the accident rate for I-10 from I-605 to Puente Avenue was evaluated at 1.2 accidents per million vehicle miles (MVM) traveled on eastbound I-10 and 2.44 accidents per MVM on westbound I-10 for the period from 1998 through 2001. The expected accident rate for a similar statewide facility is 1.06 accidents per MVM. Most of the recorded accidents for this segment of I-10 were sideswipes, rear-ends and broadsides. These types of accidents are usually associated with end of queue or stop and go conditions, which are typical on this segment of I-10.

The accident rate on I-10 from Puente Avenue to Citrus Street was evaluated at 0.54 eastbound accidents per MVM and 1.21 westbound, for the same period. The expected accident rate for a similar statewide facility is 1.03 accidents per MVM. Most of the recorded accidents for this segment of I-10 were sideswipes, rear-ends and broadsides.

The accident rate for I-10 from Citrus Street to the SR 57/SR 71/I-210 Interchange was evaluated at be 0.80 accidents per MVM eastbound on I-10 and 0.89 westbound, for the same period. The expected accident rate for a similar statewide facility is 0.98. Most of the recorded accidents for this segment of I-10 were sideswipes, rear-ends and broadsides.

It is anticipated that the existing accident rates would not increase as a result of the implementation of the proposed I-10 HOV lane project. In fact, the addition of median HOV lanes would result in reduced congestion, which is anticipated to lead to a reduction in the types of accidents currently occurring on this section of I-10.

1.7 SUMMARY OF THE TRANSPORTATION PROBLEM

I-10 has historically experienced, and will continue to experience, serious traffic congestion, particularly in peak periods. Long range forecasts indicate continued increases in traffic volumes on I-10, related to continuing development of employment opportunities in the greater Los Angeles area and continuing residential development in Los Angeles, Riverside and San Bernardino Counties. The proposed I-10 HOV lane project will assist in addressing commuter needs while focusing limited transportation capital on improvements that support HOV modes.

There is a critical need to reduce existing and projected congestion on the project section of I-10 by improving the person-carrying capability of this freeway. The proposed project is designed to provide a needed increase in person-carrying capacity while minimizing adverse environmental effects and community disruption.

1.8 PROJECT COMPLIANCE

The proposed I-10 HOV lane project is part of a regional network of existing and planned HOV facilities as shown on Figure 1.8-1. The proposed project is consistent with the following regional transportation plans:

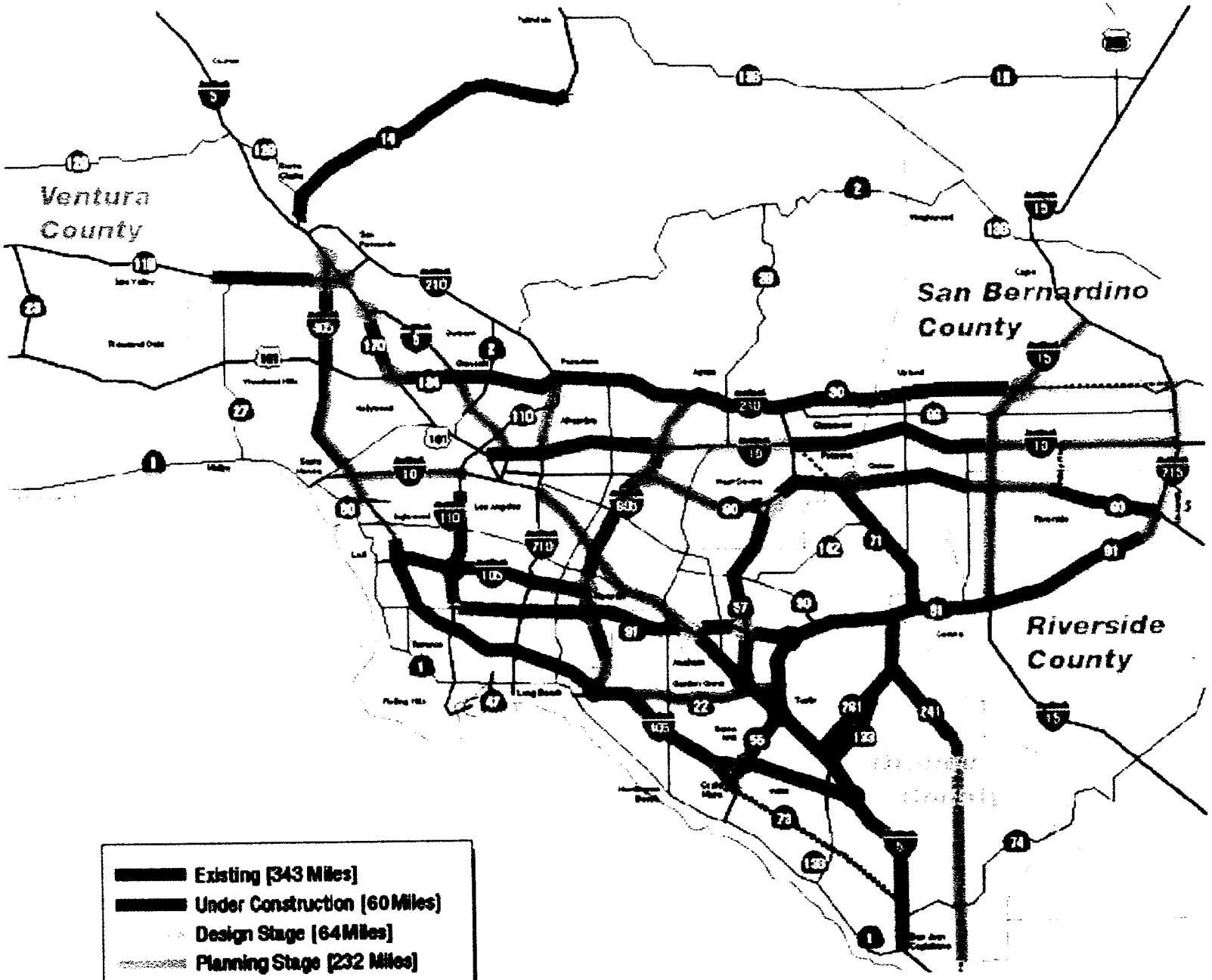


Figure 1-1

Proposed HOV Route System

I-10 HOV PROJECT

2001 Regional Transportation Plan (RTP). FHWA issued a transportation and air quality conformity determination for the 2001 RTP, which includes the proposed I-10 HOV lane project, on June 8, 2001.

Regional Transportation Improvement Program (RTIP). The RTIP, approved by FHWA and the FTA on September 25, 2001, includes the proposed I-10 HOV lane project.

HOV Facilities Plan (A High Occupancy Vehicle Lane Study) (SCAG, June 1987). This plan identifies this section of I-10 as having potential for a transitway, an extension of the existing El Monte Busway or HOV lanes.

Final Report – A Recommended HOV System for Los Angeles County (MTA, October 23, 1996). This 20 year plan includes the proposed I-10 HOV lane project.

Draft Transportation Concept Report (TCR) (the Department, District 7, December 2000). This report includes the proposed I-10 HOV lane project.

2000 HOV Annual Report – High Occupancy Vehicles (the Department, District 7, June 2001). This report describes the goals and history of the freeway HOV system in District 7 and includes profiles of existing HOV facilities and updates on recently completed projects and projects which are under construction.

District System Management Plan (the Department, District 7, 1996). This Plan discusses interdistrict and interregional HOV elements, including the proposed I-10 HOV lane project.

I-10 (San Bernardino Freeway) Interim HOV Lane Feasibility Study Recommendations Report (MTA, May 11, 1995). This report includes the proposed I-10 HOV lane project.

System Management Plan (Department, 1996). This plan calls for the addition of either one general-purpose or one HOV lane in each direction on this section of I-10.

Governor's Transportation Congestion Relief Plan. This plan, which identifies high priority transportation projects throughout California, includes the proposed I-10 HOV lane project.

SECTION 2.0

DESCRIPTION OF THE PROPOSED ACTION

Section 2.0
DESCRIPTION OF THE PROPOSED ACTION

2.1 INTRODUCTION

2.1.1 OVERVIEW

The project study area encompasses Interstate Route 10 (I-10) between Interstate Route 605 (I-605) in the City of Baldwin Park on the west and the State Route 57 (SR 57)/State Route 71 (SR 71)/Interstate Route 210 (I-210) Interchange in the City of Pomona on the east, as shown earlier in Figure 1.1-1. The purpose of this project is to improve the level of service (LOS), and to support and promote High Occupancy Vehicle (HOV) ridership. The proposed project consists of constructing one median HOV lane in each direction in the project study area using a typical 24.49-meter (81-foot) wide half cross section. At some locations, a 28.09-meter (93-foot) wide typical half cross section will be necessary (when one auxiliary lane is added). Although several alternatives were evaluated for this project, this was determined to be the Preferred Alternative based on potential environmental effects, engineering and design constraints, costs, and consistency with regional planning for a comprehensive network of freeway HOV facilities.

2.1.2 DESCRIPTION OF THE PROJECT SEGMENTS

For this project, the section of I-10 between I-605 and the SR 57/SR 71/I-210 Interchange was divided into three segments to facilitate the design, engineering and environmental activities, as shown on Figure 2.1-1 and as described earlier in Section 1.4.2 (Existing Traffic Demand).

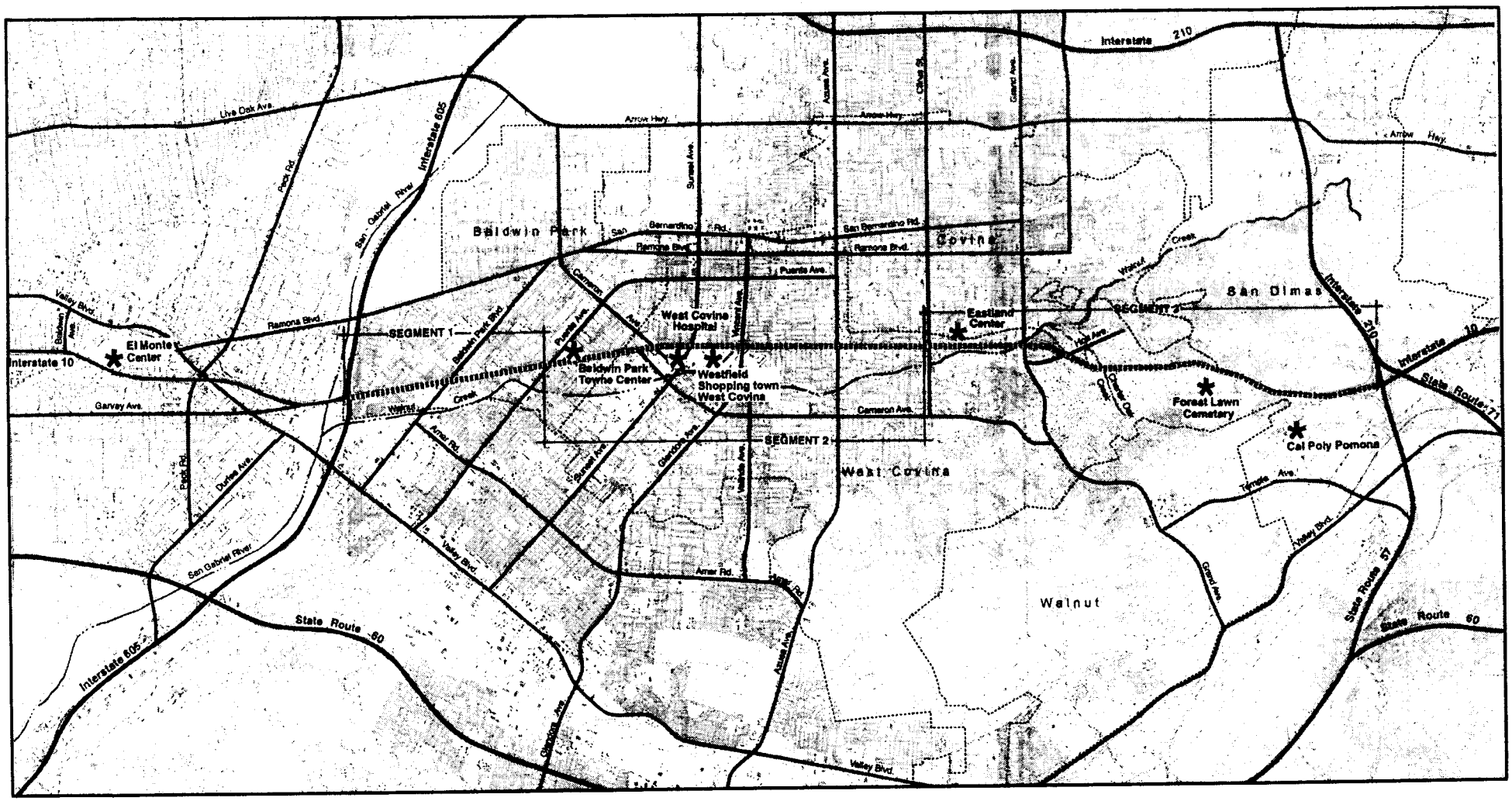
The environmental analysis in this Environmental Document (ED) assumes the construction of the proposed I-10 HOV lane project will be phased, with Segment 1 constructed first, followed by Segments 2 and 3 as funding becomes available.

2.2 THE PREFERRED ALTERNATIVE: BUILD NON-STANDARD HOV LANES

The Preferred Alternative is to provide one median HOV lane in each direction on I-10 between I-605 and the SR 57/SR 71/I-210 Interchange, from kilopost (KP) 50.2 (post mile (PM) 31.2) to KP 68.2 (PM 42.4). This project would include widening of the existing freeway on the outside of the existing traffic lanes, with restriping to accommodate the HOV lanes in the median. An HOV climbing lane would be provided in the uphill direction at locations where existing grades exceed three percent. Typical cross sections are shown in Figure 2.2-2. On Segments 2 and 3, this project would also include reconstruction of the existing I-10 median.

2.2.1 NON-STANDARD DESIGN FEATURES

The proposed project chiefly utilizes standard design features. However, to reduce the potential environmental impacts of the project, the use of some non-standard design features has been incorporated into the project, to decrease the need for substantial right-of-way property takes, reduce project costs and reduce impacts to the environment. For a list of the non-standard design features for each project segment, refer to the Project Study Report for each segment.



LEGEND

Project Segment of I-10

Figure 2.1-1

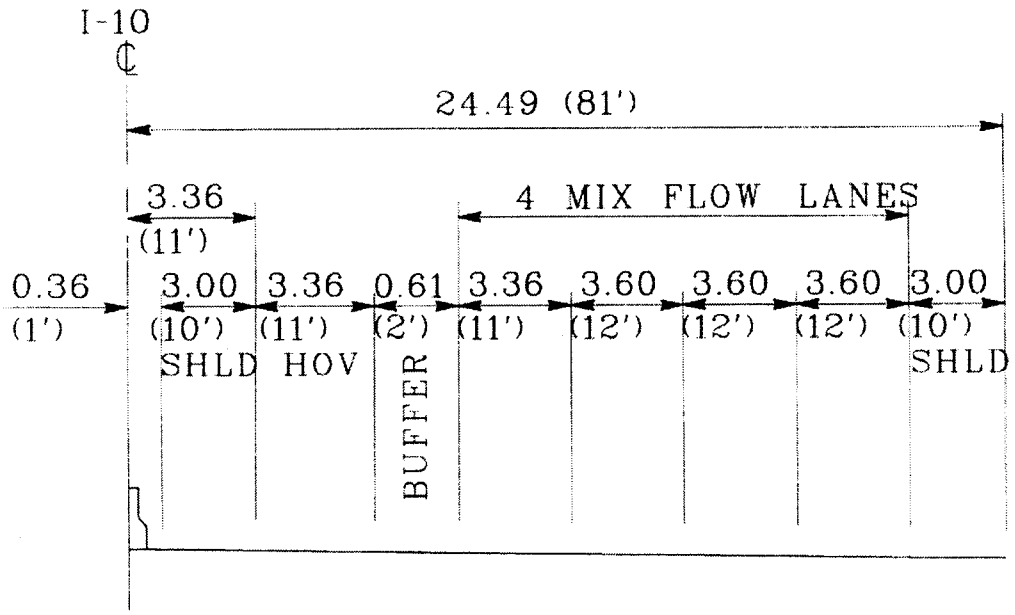
Project Vicinity

I-10 HOV PROJECT

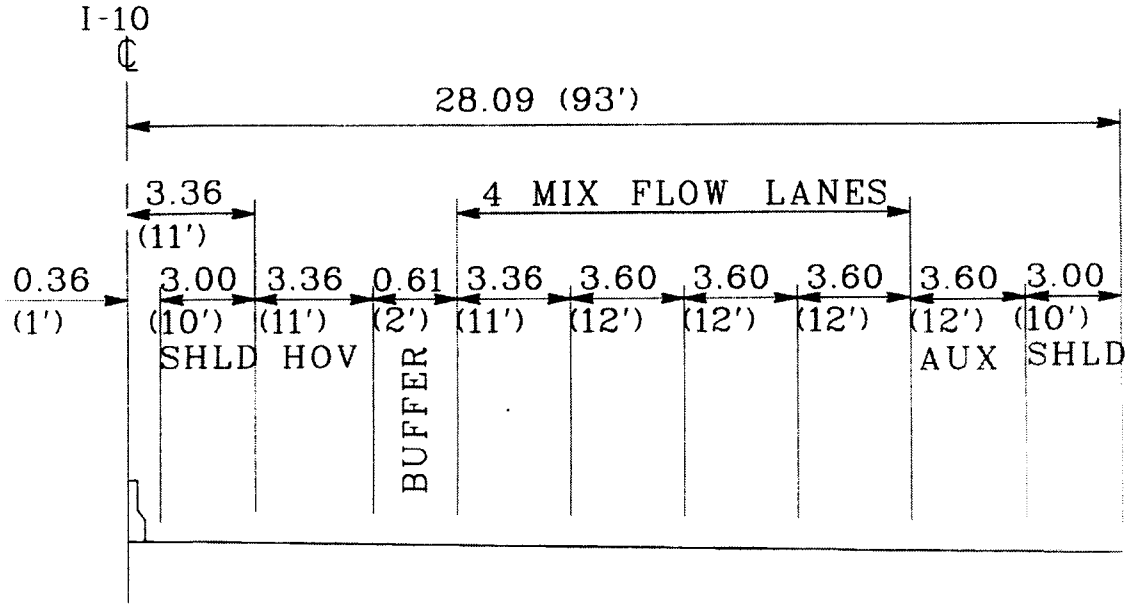
Scale in Statute Miles:

0 10 20 30 40

North



Typical Section 1:
4 Mixed Flow Lanes

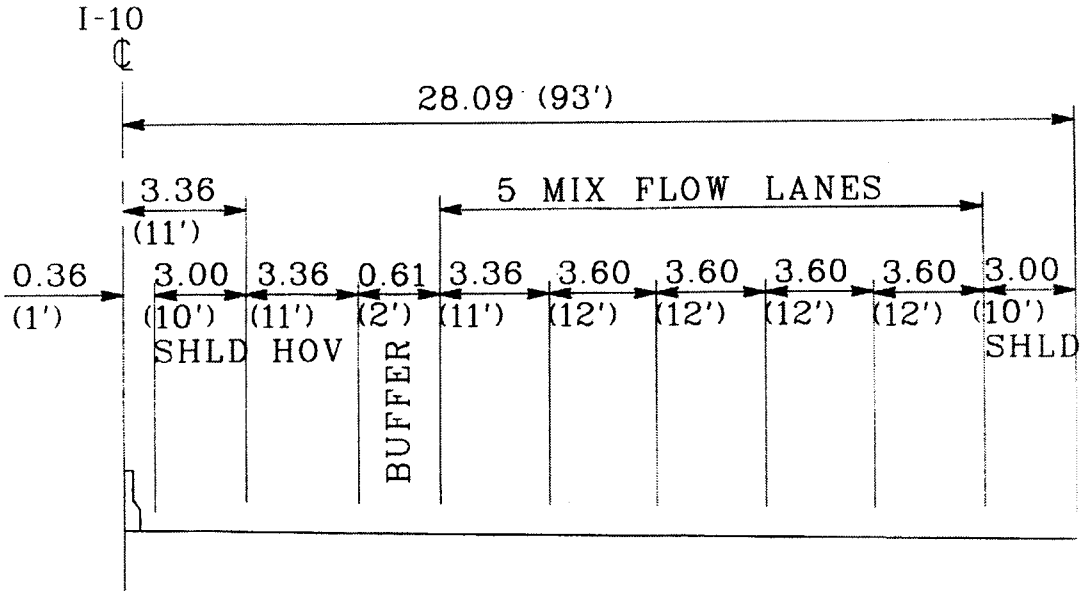


Typical Section 2:
4 Mixed Flow Lanes with Auxiliary Lane

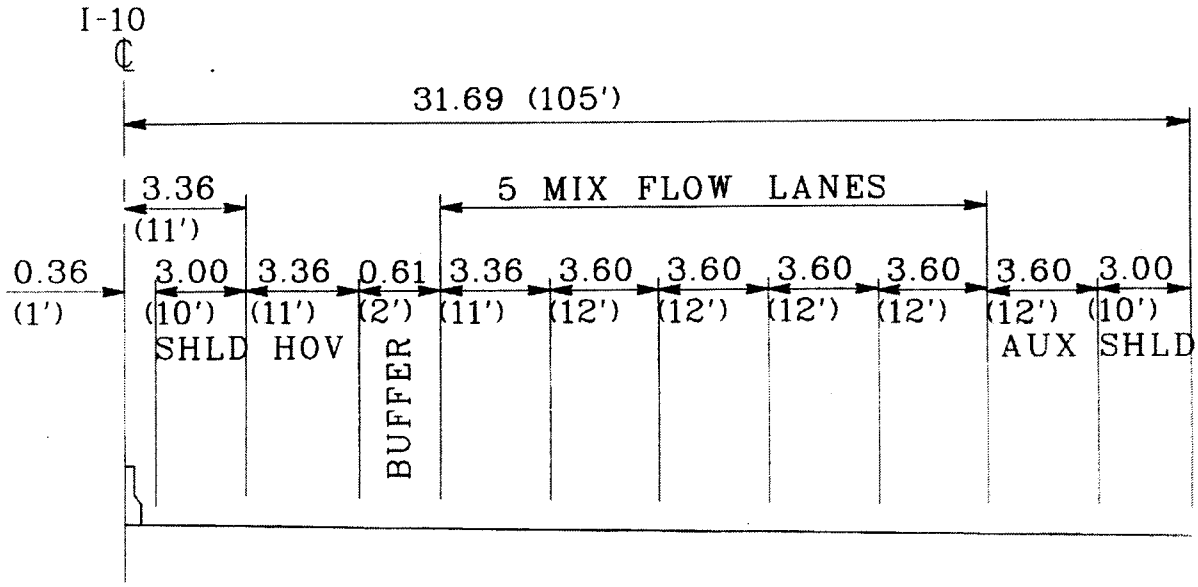
Figure 2.2-2

Typical Cross Sections for the Non-Standard HOV Lanes

I-10 HOV PROJECT



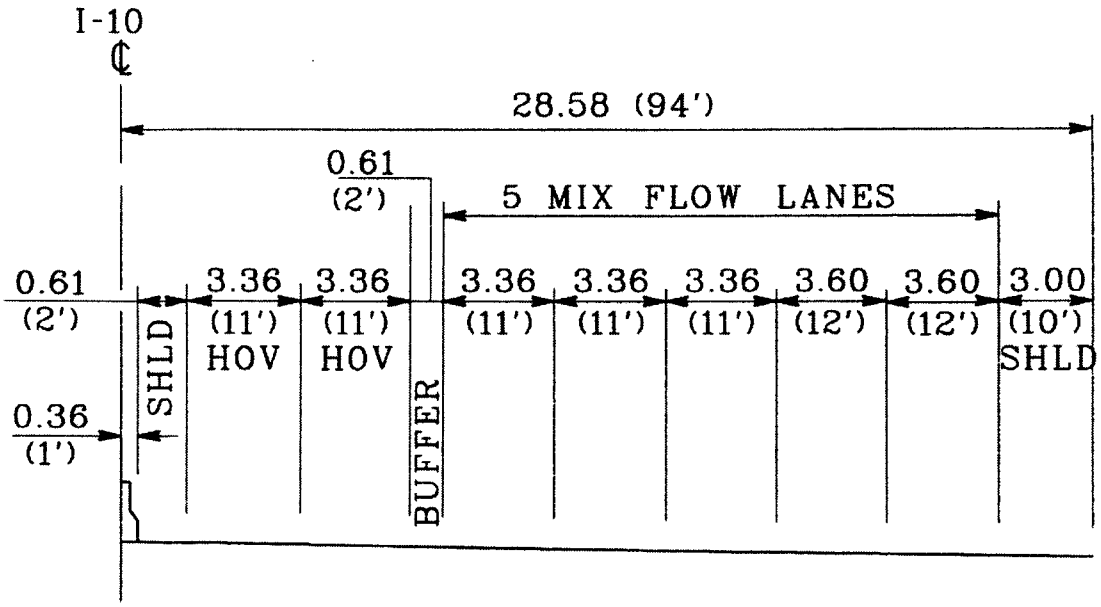
Typical Section 3:
5 Mixed Flow Lanes



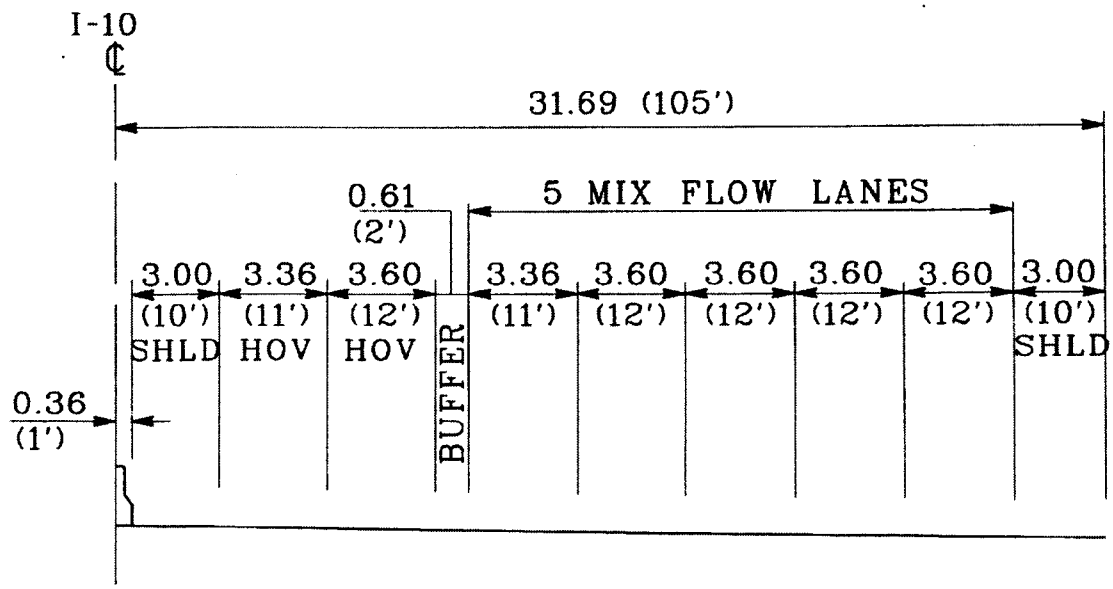
Typical Section 4:
5 Mixed Flow Lanes with Auxiliary Lane

Figure 2.2-2

Typical Cross Sections for the Non-Standard HOV Lanes



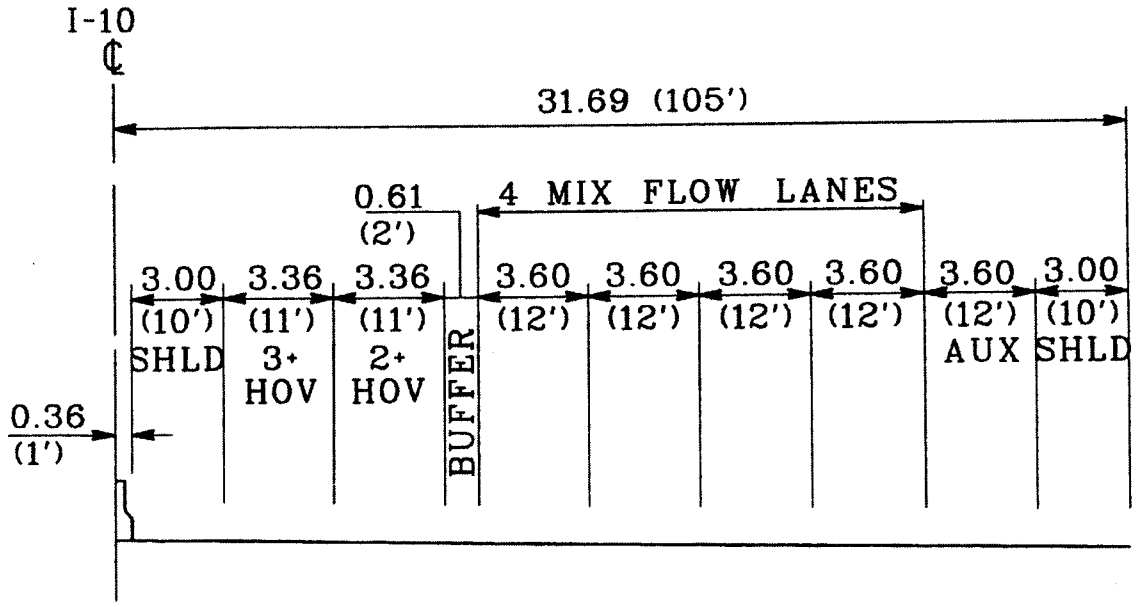
Typical Section 5:
5 Mixed Flow Lanes with HOV Passing Lane
(STA 632+93 to STA 635+13)



Typical Section 6:
5 Mixed Flow Lanes with HOV Passing Lane

Figure 2.2-2

Typical Cross Sections for the Non-Standard HOV Lanes



Typical Section 7
WB HOV Transition from 2+ to 3+ Occupancy

Figure 2.2-2

Typical Cross Sections for the Non-Standard HOV Lanes

The total cost in 2001 dollars for the project length has been estimated at $95.4 million ($68.4 million for construction and $27.0 million for right-of-way) for Segment 1; $81.6 million ($70.8 million for construction and $10.4 million for right-of-way) for Segment 2; and $85.6 million ($83.3 million for construction and $2.3 million for right-of-way) for Segment 3. The total cost for the Preferred Alternative has been estimated at $261.7 million. Detailed cost estimates for each Segment are provided in the Project Study Reports. These estimated costs are lower than they would be if standard design features were used.

2.2.2 MODIFICATIONS TO EXISTING RAMPS

As part of the Preferred Alternative, the existing ramp facilities at the following locations will be modified slightly to accommodate the widened mainline freeway cross section:

Segment 1	Northbound/southbound I-605 to eastbound I-10 connector	
	Northbound I-605 to westbound I-10 connector	
	Eastbound I-10 to northbound I-605 connector	
	Westbound I-10 to I-605 connector	
	Bess-Frazier Street	
	Baldwin Park Boulevard	
	Francisquito Avenue	
Segment 2	Puente Avenue	Sunset Avenue
	West Covina Parkway	Vincent Avenue
	Azusa Avenue	
Segment 3	Citrus Street	Barranca Avenue
	Grand Avenue	Holt Avenue
	Via Verde	Kellogg Drive

The existing ramps at most of the above locations are currently non-standard and will remain non-standard after the addition of the HOV lanes. All these ramps will be modified only to the extent required to accommodate the mainline widening.

The following three ramps are proposed for consideration for HOV bypass lanes which would allow entering HOVs to bypass queues of single occupant vehicles at ramp meters:

- The Kellogg Drive on-ramp to westbound I-10 in the City of Pomona.

- Either the Citrus Street on-ramp to eastbound I-10 or the Holt Avenue on-ramp to eastbound I-10, depending on the HOV volumes and the potential impacts of the HOV bypass lane at each of these on-ramps.

Additional ramp modifications will include CHP enforcement areas where economical and where existing right of way is adequate to accommodate enforcement areas. As part of this, ramp meters will be moved or modified where required. No modifications will be made to signals or roads at locations where the ramps terminate at local streets.

2.2.3 MODIFICATIONS TO EXISTING STRUCTURES

The following existing freeway bridges, undercrossings and overcrossings at local streets will be widened, removed or replaced to accommodate the widened freeway cross section:

Segment 1
- Southbound collector road at the I-10/I-605 separation (widen)
- Northbound collector road at the I-10/I-605 separation (replace)
- Bess-Frazier (Athol Street) Overcrossing (replace)
- Bess Avenue Pedestrian Overcrossing (replace)
- Baldwin Park Boulevard Overcrossing (replace)
- Basset overhead (widen)
- Francisquito Avenue Undercrossing (widen)
- Big Dalton Wash bridge (widen)
- Big Dalton Wash bridge (Garvey) (replace)
- Big Dalton Wash bridge (Dalewood) (replace)

Segment 2
- Puente Avenue Undercrossing (widen)
- Cameron Avenue Undercrossing (widen and partially replace)
- West Covina Parkway Undercrossing (widen)
- Sunset Avenue Undercrossing (widen)
- Vincent Avenue Undercrossing (widen and partially replace)
- Lark Ellen Avenue Undercrossing (widen)
- Azusa Avenue Undercrossing (widen)
- Hollenbeck Street Undercrossing (widen)

Segment 3
- Citrus Street Undercrossing (widen)
- Barranca Avenue Overcrossing (retaining walls)
- Grand Avenue Undercrossing (widen)
- Holt Avenue Undercrossing (widen)
- Via Verde Undercrossing (widen)
- Kellogg Drive Undercrossing (widen)

2.2.4 INGRESS/EGRESS FACILTIES

Ingress/egress merge facilities will be provided at the following approximate locations to facilitate entry and exit to and from the HOV lanes to and from the adjacent mixed-flow lane:

Segment 1
- A 2+ to 3+ HOV lane transition on westbound I-10, just east of the I-10/I-605 separation
- Between Frazier Street and Baldwin Park Boulevard

Segment 2
- Between Vincent Avenue and Azusa Avenue

Segment 3
- Between Holt and Via Verde Avenues (eastbound and westbound)
- Between Via Verde Avenue and Kellogg Drive (eastbound)

No direct ingress/egress ramps will be provided between the HOV lanes and arterial roads crossing I-10.

2.2.5 CHP ENFORCEMENT AREAS

Mainline enforcement areas for the CHP will be incorporated based on available space, traffic operations and other factors. CHP enforcement areas will be provided as follows:

Segment 1 No mainline enforcement areas are proposed on this segment.

Segment 2 In the median, between West Covina Parkway and Vincent Avenue.

Segment 3 In the median, between Citrus Street and Barranca Avenue.

2.2.6 RETAINING WALLS AND SOUNDWALLS

Retaining and soundwalls are included in the proposed project as shown in Appendices A (Preliminary Plan Layouts) and F (Preferred Noise Barrier Locations).

2.2.7 RIGHT-OF-WAY ACQUISITION

The proposed project will require the acquisition of right-of-way as follows:

Segment 1. Right-of-way acquisition at a preliminary estimated cost of $27.0 million (final right-of-way costs are provided in the Project Study Report). Temporary construction easements (TCEs) would be required on Segment 1, for the widening of Bassett overhead bridge and for the construction of soundwalls and retaining walls. An Encroachment Permit may be required for the construction of the new Bess Avenue pedestrian overcrossing.

Segment 2. Right-of-way acquisition at a preliminary estimated cost of $10.4 million (final right-of-way costs are provided in the Project Study Report). TCEs would be required on Segment 2, for the construction of soundwalls and retaining walls. Construction may result in encroachments into existing frontage roads. Encroachment Permits will be required from the Cities of Baldwin Park and West Covina for construction adjacent to frontage roads.

Segment 3. Right-of-way acquisition at a preliminary estimated cost of $2.3 million (final right-of-way costs are provided in the Project Study Report). TCEs would be required, for the construction of soundwalls and retaining walls and for utilities work. Construction may result in encroachments into existing frontage roads. Encroachment Permits will be required from the Cities of West Covina and Covina for construction adjacent to frontage roads.

2.3 OTHER ALTERNATIVES

Several alternatives considered for this project, as outlined in the approved Project Study Report (PSR, California Department of Transportation (the Department), February 1991), are described in this Section. Included in this Section are the reasons why these alternatives are not preferred.

2.3.1 NO BUILD/NO ACTION ALTERNATIVE

Under the No Build/No Action Alternative, no median HOV lanes would be constructed on the project segment of I-10. No modifications would be made on the section of I-10 between I-605 and the SR 57/SR 71/I-210 Interchange. Under the No Build/No Action Alternative, the existing congestion and poor LOS on this section of I-10 would continue and operating conditions would continue to deteriorate. Traffic volumes, congestion and peak period delays would continue to increase. The projected 2028/2031 traffic volumes on I-10 would exceed the design capacity of the existing facility and would result in three or more hours of congestion, with average speeds less than 32 KM/h (20 mp/h).

The No Build/No Action Alternative does not meet the project purpose and need and is inconsistent with the Department's goal of addressing transportation needs by providing for an efficient and effective interregional mobility system.

2.3.1 INTERIM NON-STANDARD HOV LANES ALTERNATIVE

This alternative, which proposes HOV lanes in a reduced non-standard, 22-meter (72-foot) wide half cross section, was developed because it would potentially result in reduced right-of-way needs and construction costs. This cross section is approximately 2.7 meters (9 feet) less than the cross section of the Preferred Alternative. This alternative provides for a 3.6-meter (12-foot) HOV lane, 3.36 to 3.6-meter (11 to 12-foot) travel lanes and appropriate barriers and shoulders. This cross section can generally be accommodated within the existing right-of-way, except at critical points, by reducing the outside shoulder width for short distances. This alternative would include two HOV lanes on the uphill sections of I-10 in the Kellogg Hill area and CHP enforcement areas at three locations. There would be a reduced need to widen or replace existing bridge structures. However, the overcrossings at Baldwin Park Boulevard and Frazier Street, and the Bess Street Pedestrian Overcrossing would be replaced under this alternative. Soundwalls would be provided as needed.

This alternative would not provide standard center medians, would not provide a continuous CHP zone and would not provide standard shoulders. This alternative would not provide many standard design features. This alternative was originally developed as an interim project to provide HOV lanes on this segment of I-10 in the short term, from approximately the early 1990s through 2000. This alternative was intended to meet demand in the interim but was never intended to be considered the long term alternative for HOV lanes on I-10. For these reasons, it was withdrawn from further consideration.

2.3.2 ULTIMATE HOV LANES ALTERNATIVE

This alternative proposes the addition of one median HOV lane in each direction using standard geometric and design features and a variable cross section. The half cross section would be up to 31.7 meters (104 feet) wide which is substantially wider than the half cross section for the Preferred Alternative. This alternative would require an extensive amount of additional right-of-way, would result in greater environmental impacts, and would result in far greater construction costs than the Preferred Alternative. Because this alternative would not increase the person

carrying capacity of I-10 any more than the Preferred Alternative, would result in greater environmental impacts and incur substantially greater costs than the Preferred Alternative, it was withdrawn from further consideration.

2.3.4 TRANSPORTATION SYSTEMS MANAGEMENT ALTERNATIVE

Transportation Systems Management (TSM) measures including ramp metering and the addition of auxiliary lanes have been or are currently being implemented on this section of I-10. Those viable and necessary TSM measures have been completed within the I-10 corridor. Additional TSM measures as a stand-alone alternative will not fulfill the purpose and need for this project. To generate a substantial improvement in the LOS, beyond that already resulting from the existing and approved TSM improvements in the I-10 corridor, would require major construction including reconstruction of existing interchanges and ramp facilities which are well beyond the scope and definition of traditional TSM measures.

The cross section for a typical TSM alternative would be similar to the No Build/No Action Alternative. The TSM (stand-alone) alternative was withdrawn from further consideration because it could not provide increased vehicle and/or person carrying capacity in the project study area and would not meet the defined purpose and need for the proposed action.

2.3.5 ADDITIONAL GENERAL PURPOSE LANES ALTERNATIVE

This alternative would add one new 3.6-meter (12-foot) wide general-purpose travel lane in each direction in the project study area. The construction and right-of-way costs for this alternative would be greater than for the Preferred Alternative due to the extent of widening that would be needed. This alternative would result in increased displacements resulting from these additional increased right-of-way requirements and the total costs do not result in increased user benefits relative to the Preferred Alternative. General-purpose travel lanes are not eligible for federal funding, based on Title 23 of the United States Code, Highways. This alternative would result in a smaller increase in person-carrying capacity compared to the Preferred Alternative. Assuming that either a general-purpose or HOV lane carries 1,500 vehicles per hour, an HOV lane with a minimum occupancy requirement of two persons per vehicle would carry approximately 3,000 persons per lane per hour. A general-purpose lane carrying 1,500 vehicles would carry approximately 1,800 persons per lane per hour, assuming an average occupancy of 1.2 persons per vehicle. This results in an HOV lane potentially carrying over 65 percent more persons per lane than a general-purpose lane. In addition, the general-purpose lane alternative is not consistent with the proposed I-10 HOV lane project as shown in the Regional Mobility Element and the Regional Transportation Plan (RTP). For these reasons, this alternative was not carried forward for consideration.

2.3.6 ELEVATED MEDIAN FACILITY FOR BUSES AND HOVs ALTERNATIVE

Under this alternative, an elevated viaduct would be constructed in the existing median in the project study area for use by buses and HOVs, with one HOV lane in each direction and 3.5-meter (ten-foot) wide outside and inside shoulders. A direct ingress/egress ramp would be constructed at Via Verde and at the SR 57/SR 71/I-210 Interchange. The estimated construction

cost of this alternative is $1.66 billion, with an additional $110 million for right-of-way acquisition in the vicinity of the Via Verde ingress/egress ramps. This alternative was not carried forward for further analysis because the extremely high total project costs do not result in increased user benefits relative to the Preferred Alternative, and the extensive environmental impacts to the surrounding community.

2.3.7 ON LINE STATION AND DROP RAMPS ALTERNATIVE

Several transit operators and bus lines currently serve the I-10 corridor. The El Monte transit station and park-and-ride lot, as well as the El Monte Busway, are notable successes in promoting ridesharing and providing a preferential freeway facility for buses and 3-person carpools into the Los Angeles Central Business District (CBD). The intent of extending the HOV lanes east from El Monte as part of the Preferred Alternative is to promote ridesharing and encourage a modal shift to HOVs in those communities east of downtown Los Angeles. Two additional approaches, which further encourage bus use of the I-10 HOV facility, were considered as possible options.

Design options that would provide HOV drop-ramps and/or on-line transit stations along the segment of I-10 between I-605 and SR 57/SR 71/I-210 were considered. HOV drop-ramps provide direct access to and from an arterial to and from an HOV lane, via a ramp connecting the HOV lanes directly to the arterial. On-line transit stations are stations in the median for use by buses or rail lines, with passenger platforms in the median.

One location, at Barranca Avenue, was evaluated for possible drop-ramps. The inclusion of drop ramps at this location was not carried forward for consideration based on substantial right-of-way impacts, and constraints and impacts on local traffic circulation. On-line stations were evaluated at the West Covina Shopping Plaza and the West Covina Civic Center. The inclusion of drop-ramps and on-line stations was not carried forward for consideration based on substantial right-of-way impacts, and constraints and impacts on local traffic circulation.

2.3.8 MEDIAN RAIL TRANSIT ALTERNATIVE

Median rail transit was not carried forward as a viable alternative for transportation improvement in the project study area for the following reasons:

- The HOV lanes in the Preferred Alternative would interface with the existing El Monte Busway and HOV lanes (under construction) on the west end of the project section and with approved HOV lanes on the east end of the project section. The Preferred Alternative is consistent with regional transportation plans adopted by the Southern California Association of Governments (SCAG) and the Department.

- Commuter rail service has been evaluated for a general east-west corridor between I-10 and SR 60, but no preferred alternative or alignments have been identified for light rail in this area. The Department would consider additional commuter service improvements as part of a separate project.

- Metrolink currently provides commuter rail services in this east-west corridor.

2.3.9 OTHER OPTIONS

During the public review period for the original Notice of Preparation, the California Air Resources Board (CARB) requested consideration of a number of features, which could potentially increase multimodal efficiency in the I-10 corridor. Some of these features were included for study in this project. Other features (options) are not currently proposed as part of any of the studied alternatives for the I-10 HOV lanes. However, the Department encourages further study of these options as part of another project or projects:

- Bypass lanes and drop ramps: HOV ramp bypass lanes are considered part of the proposed I-10 HOV lane project as described earlier in this Section. Drop-ramps to access the HOV lanes are not proposed due to substantial right-of-way constraints and potentially substantial adverse effects on local traffic.

- More park-and-ride facilities: Additional park-and-ride lots are not proposed as part of the HOV lanes on this segment of I-10 because there are already several existing park-and-ride facilities in this corridor including the El Monte Transit Station, West Covina Fashion Plaza, Eastland Shopping Center, Via Verde and Fairplex. In addition, there is no right-of-way available for park-and-ride use as part of the proposed I-10 HOV lane project. However, the Department is actively seeking suitable park and ride facility sites as part of a separate ongoing endeavor.

- Bicycle lanes on freeway frontage roads: Bike lanes on frontage roads are not proposed as part of the proposed I-10 HOV lane project because the Department does not have jurisdiction over these frontage roads. In addition, there is no continuous frontage road on this segment of I-10. The Department would support such studies by local agencies.

- Peak period HOV lanes on local streets: These types of facilities are not proposed as part of the proposed I-10 HOV lane project, because the Department does not have jurisdiction over those roads and detailed studies would be necessary by the local jurisdictions to determine the need for and feasibility of HOV lanes on local streets. The Department would, however, support such studies by other local agencies.

- Pedestrian facilities: These types of facilities are not proposed as part of the proposed I-10 HOV lane project because the Department does not have jurisdiction over the existing local streets which cross under I-10. The Department would, however, support such studies by other local agencies.

2.4 **RELATED PROJECTS**

2.4.1 PARK-AND-RIDE FACILITIES

Existing park-and-ride facilities in the I-10 area are described in Section 3.13 (Circulation). There are no additional park-and-ride facilities proposed by the Department in the vicinity of Segments 1, 2 and 3 as part of the proposed I-10 HOV lane project.

2.4.2 THE DEPARTMENT'S PROJECTS

The Department's projects in the I-10 corridor include widening for HOV lanes at either end of this study area, ramp improvements, landscaping and soundwalls as summarized in Table 2.4-1.

2.4.3 MTA PROJECTS

There are no proposed MTA transit projects in the I-10 project study area. However, the MTA is providing funding for many of the projects listed in Table 2.4-1.

2.4.4 OTHER RELATED PROJECTS

The local jurisdictions through which the project segments of I-10 pass were requested to provide information on approved and planned public works projects in the immediate vicinity of I-10. These projects are described briefly in Table 2.4-2.

The local jurisdictions in the I-10 project study area are responsible for land use planning within their boundaries, based on their General Plans. Existing and planned land uses in the I-10 project study area are described in detail in Section 3.8 (Land Use and Planning).

TABLE 2.4-1
SUMMARY OF OTHER I-10 PROJECTS

Kilopost (Milepost) Location	Type of Improvement	Status
75.0-77.3 (46.6-48.3)	Connector widening: A truck-climbing lane will be provided on the existing single lane connector from westbound I-10 to westbound I-210.	Construction start: winter 2005/2006. Operational: fall 2006.
49.5-50.3 (30.8-31.3)	Highway planting: installation of trees, shrubs, ground cover, inert materials and an automatic sprinkler system.	Construction start: summer 2002. Construction complete: spring 2006.
62.0-62.6 (38.5-38.9)	Soundwalls: Installation of 4.27-meter (14.0-foot) high soundwall on westbound I-10 from Grand Avenue to Holt Avenue.	Construction start: spring 2003. Construction complete: fall 2003.
53.8-60.4 (33.4-37.5)	Soundwalls: Installation of 3,538 meters (11,500 feet) of 3.05 to 3.66-meter (10.0 to 12.0-foot) high soundwalls on I-10 between Puente Avenue and Citrus Street, as part of the proposed HOV lanes project.	Construction start: summer 2008. Construction complete: summer 2011.
3.5/76.8 (2.2R/47.7)	New curb ramp at the Indian Hill Boulevard Undercrossing.	Implementation pending availability of funding.
45.1/50.2 (28.0-31.2)	Widen freeway and bridges in El Monte and Baldwin Park for HOV lanes.	Under construction.
48.6 (30.2)	Install Metal Beam Guardrail (MBG) at the westbound off-ramp at Stewart/Peck.	Implementation pending availability of funding.
50.2/64.5 (31.2/38.2)	Planting restoration from westbound I-605 to 0.32 km (0.2 mile) west of Holt Avenue to 0.16 km (0.1 mile) east of Via Verde.	Implementation pending availability of funding.
54.1/55.2 (33.6 (34.3)	Install K-rail in West Covina from Puente Avenue to Cameron Avenue.	Implementation pending availability of funding.
62.4/65.3 (38.8/40.6)	Highway planting in Covina from 0.32 km (0.2 mile) west of Holt Avenue to 0.16 km (0.1 mile) east of Via Verde.	Implementation pending availability of funding.
62.4/65.3 (42.4/48.3)	Construct HOV lane from SR 57 to the County line in Pomona and Claremont.	June 2000.

Source: The Department, District 7 (January 2002).

TABLE 2.4-2
SUMMARY OF PUBLIC WORKS PROJECTS IN THE VICINITY OF I-10

Jurisdiction and Project Location	Type of Improvement	Status
City of Baldwin Park I-10 westbound off ramp at Puente Avenue	Signal improvement project.	Planned.
City of West Covina	Street resurfacing projects on Grand Avenue throughout the City and on segments of Holt Avenue and Barranca Avenue.	Fall 2002.

Notes: There are no planned public works projects in the Cities of Covina and San Dimas and in unincorporated Los Angeles County in the vicinity of I-10.

Sources:

Arjan Idnani, Engineering Manager, City of Baldwin Park (August 2002).
Oscar Caplin, Civil Engineer Associate, City of West Covina (August 2002).
Carol Carew, Senior Administrative Technician, City of Covina (August 2002).
Jim Daily, Los Angeles County (August 2002).
Krishana Patel, Senior Engineer, City of San Dimas (August 2002).

SECTION 3.0

AFFECTED ENVIRONMENT

Section 3.0
AFFECTED ENVIRONMENT

3.1 INTRODUCTION

The Interstate Route 10 (I-10) project study area is in the Cities of Baldwin Park, West Covina, Covina, Pomona and San Dimas and unincorporated Los Angeles County, in eastern Los Angeles County. As shown previously on Figure 2.1-1, the proposed High Occupancy Vehicle (HOV) lanes project is on I-10 from Interstate Route 605 (I-605) in the City of Baldwin Park east to the State Route 57 (SR 57)/State Route 71 (SR 71)/Interstate Route 210 (I-210) Interchange in the Cities of Pomona and San Dimas. The I-10 project study area is generally urbanized, with the east end less densely developed than the west end. The communities along this section of I-10 were largely developed in the 1940s and 1950s.

The existing environmental characteristics in the I-10 project study area discussed in this Section are based on technical reports prepared by the California Department of Transportation (the Department), District 7. These technical reports, listed in Section 4.0 (Environmental Evaluation), are available for review during business hours at the Department's District 7 office.

3.2 GEOLOGY, SOILS AND TOPOGRAPHY

3.2.1 GEOLOGIC CONDITIONS

Regionally, the I-10 project study area is in the upper part of the San Gabriel River Basin. This Basin is bounded on the east by the San Jose Hills complex, which forms a natural topographic boundary to the north, between the San Gabriel and San Bernardino Mountains of the Central Transverse Ranges of the Geomorphic Province.

3.2.2 SOIL CONDITIONS

Locally, the existing I-10 facility is on Holocene age alluvium materials consisting of gravel, sand, silt and clay, which are uncemented and unconsolidated. Part of the project study area, in the vicinity of Grand Avenue, encroaches on Tertiary age rocks of the La Vida stratigraphic member of the Puente Formation. These rocks consist of thinly bedded olive gray to dark gray diatomaceous and tuffaceous shale and siltstone with interbedded sandstone.

There are no known natural geological, energy or mineral resources in the project study area.

3.2.3 SEISMICITY

The I-10 project study area is in a seismically active area, shown in Figure 3.2-1, and is potentially influenced by several known active faults. The nearest known active faults, as defined under the Alquist-Priolo Earthquake Fault Zoning Act of 1972, are the East Montebello and Cucamonga Faults. The East Montebello Fault is 3.5 kilometers (2.2 miles) southwest of Baldwin Avenue and the Cucamonga Fault is approximately 6.6 km (4.1 miles) northeast of the SR 57/SR 71/I-210 Interchange. Neither fault crosses the I-10 alignment. The San Jose Fault,

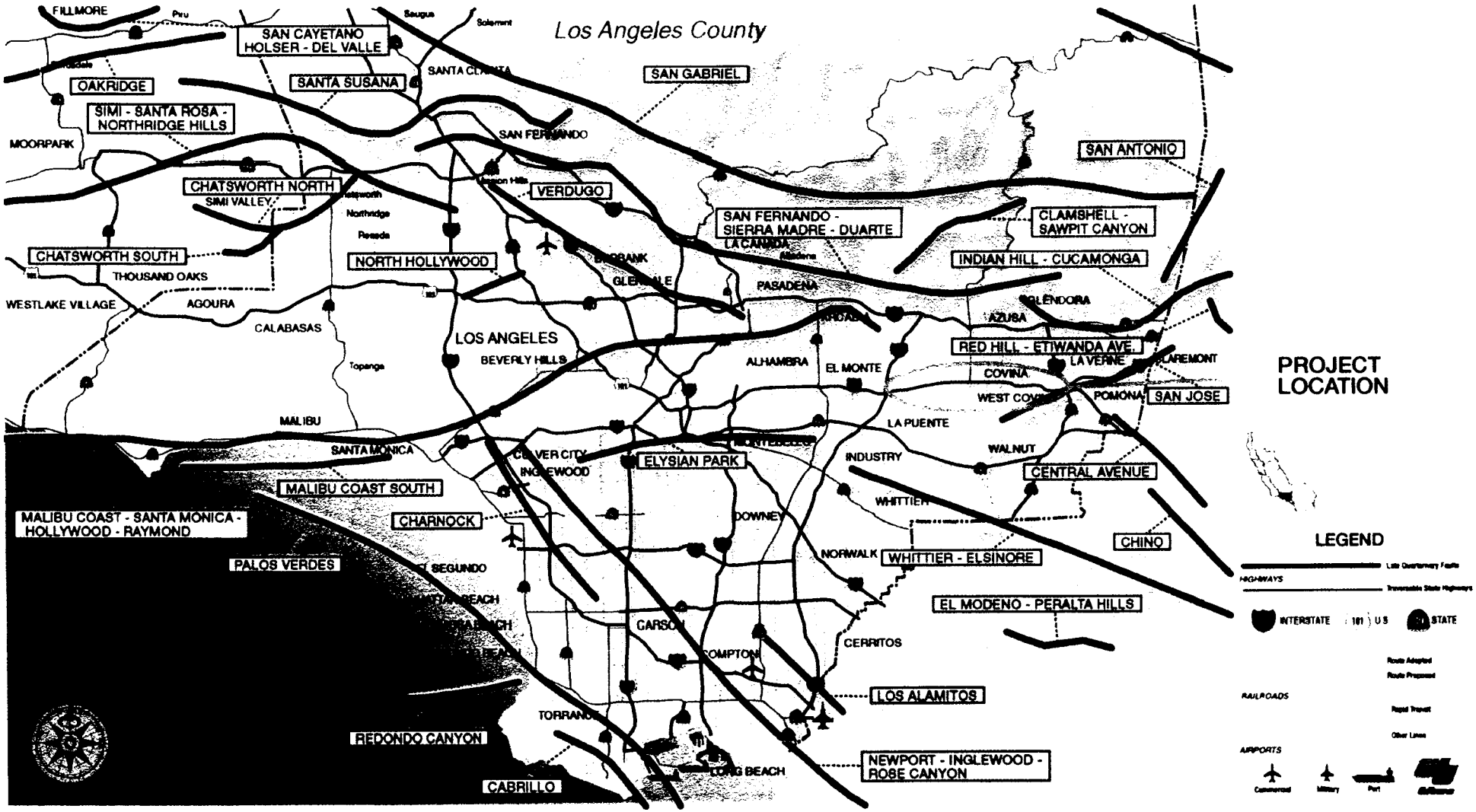


Figure 3.2-1

Fault Locations

I-10 HOV PROJECT

which crosses I-10 in the vicinity of the SR 57/SR 71/I-210 Interchange, has been studied by the United States Geological Survey to determine if there is evidence for potential future earthquake sequences along this Fault. The California Division of Mines and Geology is currently studying this Fault to determine whether it should be zoned under the Alquist-Priolo Act.

3.2.4 TOPOGRAPHY

The topography of the west part of the I-10 project study area is generally flat between I-605 and Grand Avenue. East of Grand Avenue, the local topography slopes uphill to the east in the Kellogg Hill area. The Kellogg Hill area is part of the San Jose Hills complex which forms a natural physical boundary between the San Gabriel Valley to the west and the San Bernardino Valley to the east.

Other physical features in the project study area include:

- The San Gabriel River just west of the I-605/I-10 Interchange.
- Big Dalton Wash, a concrete rectangular drainage channel which crosses I-10 just west of Francisquito Avenue.
- Walnut Creek, a small watercourse originating in the San Jose Hills, which crosses I-10 in a concrete structure just west of Grand Avenue.
- Charter Oak Wash, a tributary of Walnut Creek, which crosses I-10 just east of Citrus Street.
- A minor unnamed drainage, which crosses I-10 west of Forest Lawn Cemetery (a privately owned cemetery) near the Schabarum Equestrian Trail.

3.3 HYDROLOGY

3.3.1 SURFACE HYDROLOGY AND FLOODPLAINS

3.3.1.1 Surface Hydrology and Floodplains on Segment 1 (I-605 to Puente Avenue)

Based on review of the National Flood Insurance Program (NFIP) maps, Segment 1 of I-10 will not encroach in any base floodplain. Segment 1 and the immediate vicinity of this segment are classified under the NFIP as Zone C, defined as areas of minimal flood hazard.

No natural watercourses cross Segment 1. The San Gabriel River crosses I-10 just west of the I-605 Interchange, outside the Segment 1 project limits. One Los Angeles County Flood Control District storm drain, the Big Dalton Wash (a rectangular concrete channel), crosses the Segment 1 alignment just west of Francisquito Avenue. The hydrology study indicates that this storm drain could accommodate 100-year flows with or without project implementation.

3.3.1.2 Surface Hydrology and Floodplains on Segment 2 (Puente Avenue to Citrus Street)

The Federal Emergency Management Agency (FEMA) has determined that the City of West Covina would not be inundated by the 100-year base flood of Walnut Creek and has rescinded the Flood Hazard Boundary Maps (FHBM) and Flood Insurance Rate Maps (FIRM) for this City. FEMA Flood Insurance Studies (FIS) indicate that the 100-year base flood is contained in

channel. As a result, the Cities of Baldwin Park and West Covina are considered by FEMA to be Zone C and would remain so with or without project implementation.

No natural watercourses cross Segment 2. A minimum of seven storm drains along Segment 2 flow from north to south and discharge into Walnut Creek, south of I-10. The storm drains run parallel to major streets crossing Segment 2 in closed conduits or box culverts. On site drainage inlets on I-10 are directly connected to these storm drains. Based on field observation, there are no apparent signs of water stagnation or drainage problems on this segment of I-10. The slopes at the interchanges are well vegetated to protect them from erosion. The cross streets have drainage inlets and catch basins to drain storm runoff.

Walnut Creek is a major tributary of the San Gabriel River, which flows generally parallel to I-10, approximately 0.8 km (0.5 mile) south of I-10. Upstream of Puente Avenue, Walnut Creek is 15.2 meters (50 feet) wide and 4.4 m (14.5 feet) deep. The channel was designed to convey flows of 252 cubic meters (9,000 cubic feet) per second and has historically accommodated peak runoff flows. Walnut Creek has a drainage area of 14,929.9 hectares (3,686.4 acres). In the Segment 2 Floodplain Evaluation and Location Hydraulic Study (January 1994) and the Water Quality Report (January 1994), the Los Angeles County Department of Public Works (LACDPW) indicated that no flooding problems are experienced on Segment 2.

3.3.1.3 Surface Hydrology and Floodplains on Segment 3 (Citrus Street to SR 57/SR 71/I-210)

Two major regional drainage facilities, Walnut Creek and Charter Oak Wash, maintained by the LACDPW, cross I-10 in Segment 3 in proximity to Segment 2. Charter Oak Wash is a tributary of Walnut Creek, with its confluence approximately 305 m (1,000 feet) south of I-10 and 152.5 m (500 feet) east of Citrus Street. Walnut Creek crosses I-10 approximately 1,220 m (4,000 feet) east of Citrus Street and Charter Oak Wash crosses I-10 approximately 305 m (1,000) feet east of Citrus Street.

The most notable drainage within the Segment 3 limits is Walnut Creek. In the Cities of San Dimas and West Covina, the upstream part of the Creek in the Segment 3 study area is earth-lined channel. The Creek passes under I-10 in a Reinforced Concrete Box (RCB) structure. South of I-10, the Creek continues in a RCB through West Covina. Charter Oak Wash crosses I-10 in a RCB just east of Citrus Street. An unnamed minor drainage west of Forest Lawn Cemetery, near the Schabarum Equestrian Trail trailhead, passes under I-10 in an earth-lined channel. Downstream of the I-10 undercrossing, this channel supports a riparian woodland.

Storm water on Segment 3 currently passes under I-10 in either concrete lined box culverts or soft-bottomed channels. Storm flows collected from the medians, road surfaces, shoulders and side slopes are conveyed away from I-10 in existing storm channels. This water is blended with other runoff water upstream and downstream of I-10, thereby diluting constituent loads to within acceptable limits, as determined by the Los Angeles Regional Water Quality Control Board (RWQCB). There is a drainage channel parallel to this segment of I-10.

According to the State Water Resources Control Board, there are no sole source aquifers or wellhead protection areas in the Segment 3 study area.

A Floodplain Hydraulic Study (November 1993) was prepared for Segment 3. Based on that analysis, this segment of I-10 does not lie in any floodplains as defined by FEMA and the adjacent local jurisdictions. This area is defined by FEMA as Zone C.

3.3.2 WATER QUALITY

3.3.2.1 Groundwater

Groundwater elevations in the I-10 project study area are relatively deep, at approximately 18.3 to 152.5 m (60 to 500 feet). Due to the design and use of existing impoundment structures, grease traps, sediment traps, earth shoulders, cut and fill slopes and/or rights-of-way and storm channel facilities, potential pollutants from I-10 runoff do not currently reach groundwater basins and do not result in adverse effects on groundwater in the area.

3.3.2.2 Surface Waters

Impacts to surface water currently result from storm water running off paved surfaces, densely compacted medians and shoulders and side slopes on this segment of I-10. Discharged water enters surface water systems via outfall structures or localized runoff into scheduled detention structures and receiving waters. Water pollution control is mandated under both state and federal laws and is included in the permitting requirements under a number of permits generally required for construction and operation of proposed projects. The Department has a number of existing plans and programs which address water pollution control and storm water management. These are the Department Storm Water Management Plan (SWMP), the Storm Water Quality Handbooks (three manuals: Project Planning Design Guidelines, Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual) and the Construction Site Best Management Practices (BMPs) Manual. In addition, District Directive DD20 also applies to storm water management. These plans and programs apply to the existing I-10 facility and would also apply to the proposed project.

3.4 AIR QUALITY

3.4.1 REGULATORY AND PLANNING REQUIREMENTS

The Federal Clean Air Act amendments of 1977 require that states prepare a State Implementation Plan (SIP) to attain and maintain the federal ambient air quality standards (AAQS). The Federal and California AAQS are shown in Table 3.4-1. The designated planning agencies in the Basin are the South Coast Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG). For transportation related air pollution, the California SIP contains transportation control measures (TCMs) to reduce transportation related air emissions. All transportation projects must be consistent with the TCMs in the SIP. The proposed I-10 HOV lane project is included in all applicable state and regional transportation plans as described earlier in Section 1.8 (Project Compliance).

TABLE 3.4-1
POMONA AIR QUALITY MONITORING STATION

Pollutant [a]	1996	1997	1998	1999
Ozone (O_3)				
State standard (1-hr. avg. 0.9 ppm)				
Federal standard (1-hr. avg. 0.12 ppm)				
Maximum 1hour concentration (ppm)	0.19/0.18	0.16/0.15	0.18/0.15	0.14/0.16
Number of days state/federal 1-hr. standard exceeded	44/16	30/7	41/18	19/2
Carbon Monoxide (CO)				
State standard (1-hr. avg. 20 ppm)				
State standard (8-hr. avg. 9.0 ppm)				
Federal standard (1-hr. avg. 35 ppm)				
Federal standard (8-hr. avg. 9 ppm)				
Maximum concentration 1-hr./8-hr. period (ppm)	8/5.0	8/5.0	10/7.3	10/6.7
Number of days state/federal 1-hr. standard exceeded	0/0	0/0	0/0	0/0
Number of days state/federal 8-hr. standard exceeded	0/0	0/0	0/0	0/0
Nitrogen Dioxide (NO_2)				
State standard (1-hr. avg. 0.25 ppm)				
Federal standard (0.053 AAM in ppm)				
Maximum 1-hr. concentration (ppm)	0.18	0.15	0.15	0.16
Number of days state/federal standard exceeded	0	0	0	0
Suspended Particulates (PM_{10}) [b]				
State standard (24-hr. avg. 50 ($\mu g/m^3$)	35.6	33.9	56	45
Federal standard (24-hr. avg. 150 ($\mu g/m^3$)	1.7	0	0	0
Maximum 24-hr. concentration ($\mu g/m^3$)	100	116	87	103
Number of days state/federal standard exceeded	24/0	24/0	16/0	35/0

AAM = Annual arithmetic mean
ppm = Parts per million
$u\Phi/m^3$ = Micrograms per cubic meter

[a] Pollutants shown are those for which the Basin is designated as a federal nonattainment area (O_3, CO and (PM_{10}) or which are of concern (NO_2). The state and federal standards for lead, sulfur dioxide and NO_2 are currently in attainment or maintenance.

[b] Particulate matter of 10 microns was not monitored at the Pomona monitoring station. Data is provided for the adjacent East San Gabriel Valley 1 monitoring station. $PM_{2.5}$ started being monitored in 1999.

Source: South Coast Air Quality Management District Air Quality Data for 1996-1999.

3.4.2 AIR BASIN AND AIR QUALITY

The South Coast Air Basin (Basin) is a 6,600 square-mile area encompassing all of Orange County and the non-desert parts of Los Angeles, Riverside and San Bernardino Counties. The Basin fails to meet the federal and state AAQS for ozone (O_3), carbon monoxide (CO) and particulate matter of 10 microns or less (PM_{10}) and is a non-attainment area for those pollutants. The Basin is also currently in non-attainment for the state AAQS for sulfates. All areas in the State, including the Basin, are either attainment or unclassified for nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead and visibility-reducing particles.

3.4.3 EXISTING AIR QUALITY

3.4.3.1 Regional Air Quality Monitoring

The AQMD samples existing, or ambient, air quality at monitoring stations throughout the Basin. Ambient air pollutants of concern in the Basin are SO_2, CO, O_3, PM_{10} and fine particulate matter of 2.5 microns or less ($PM_{2.5}$). Atmospheric concentrations of O_3, CO, PM_{10} and $PM_{2.5}$ have shown exceedances of the state and/or federal AAQS in the Basin in recent years.

3.4.3.2 Local Air Quality Monitoring

The monitoring station closest to the I-10 project study area is in the City of Pomona at the east end of the project section. The ambient air quality levels at this station, shown in Table 3.4-1, can be compared to the state and federal AAQS, to determine if the air quality in the vicinity of the monitoring station is below, meets or exceeds the defined AAQS. At the Pomona station, the pollutant that exceeded the federal and state AAQS is O_3. Ozone levels at this station exceeded the federal and state AAQS for all the years shown in Table 3.4-1 and are a persistent problem statewide. The data in Table 3.4-1 for PM_{10} are from the East San Gabriel Valley 1 monitoring station, because the Pomona station does not monitor particulate matter. PM_{10} levels monitored at the East San Gabriel Valley 1 station have exceeded the AAQS. It is likely that particulate matter levels at the Pomona station would also exceed the AAQS because the majority of the state is in non-attainment for the particulate matter AAQS.

3.5 HAZARDOUS WASTE

The I-10 facility is currently used by vehicles carrying hazardous and toxic materials. Spills of these types of materials are handled according to the existing Caltrans Highway Maintenance Department Hazardous Spills Procedures Manual, which outlines procedures for protecting the safety of travelers, the Department and other emergency services personnel; and identifying procedures for the protection of the environment and the immediate removal and proper disposal of hazardous or toxic substances from the road.

There are no known hazardous materials spill sites in the Department right-of-way and there are no recent records of hazardous materials spills along Segments 1, 2 and 3.

I-10 has been in operation for a number of years, including periods when leaded gasoline was in use. The Department has documented that some soils along I-10 contain aerially deposited lead. In addition, it is possible that some of the existing bridges and structures on I-10 were constructed with asbestos containing materials (ACMs). The yellow thermoplastic and yellow painted stripes defining lanes on I-10 may contain lead and chromium.

Based on the Initial Site Assessment (ISA, May 2, 1989), the Supplemental ISA Reports (July 2002), there is a concern for hazardous waste at the project site from commercial, office, light industrial facilities and residential structures in the vicinity of I-10. There are indications of the current and former use or storage of hazardous substances and the generation of hazardous wastes at several properties at areas for right-of-way acquisition as well as several properties

within 200 meters of the I-10 corridor. Former and current land uses include gas stations with leaking underground storage tanks, automobile repair shops, manufacturing and furniture repair shops. Cleanup and on-going monitoring activities have also been documented for some areas in proximity to the I-10 project site. The technical studies also indicated the existence of groundwater contamination in the San Gabriel Valley region. The groundwater contamination was reported from historical use and improper handling and disposal of chemical wastes.

3.6 BIOLOGICAL RESOURCES

Biological resources in the I-10 project study area were identified based on field reviews conducted in Spring 1993, including evaluation of drainages in the area for jurisdictional waters. The major plant communities adjacent to I-10 are non-native landscaping and weedy species. No natural watercourses cross Segments 1 and 2. Stream crossings occur along Segment 3 at Walnut Creek west of Grand Avenue, Charter Oak Wash east of Citrus Street and a minor unnamed drainage west of Forest Lawn Cemetery (a privately owned cemetery). With the exception of the unnamed drainage, the other watercourses are concrete lined as they cross I-10.

In July 2001, the Department reevaluated the earlier Natural Environment Studies to determine whether the information remains relevant to the proposed project and whether any biological resources may occur in the project study area that were not previously considered. The re-evaluation noted several species have been added to the California Natural Diversity Data Base (CNDDB) that could potentially occur in the project study area. The re-evaluation concluded that no additional special interest or special status plant or animal species warrant additional consideration because there is no suitable habitat for these new species in the project study area.

3.6.1 PLANT COMMUNITIES AND WILDLIFE HABITATS

3.6.1.1 Plant Communities and Wildlife Habitats on Segment 1 (I-605 to Puente Avenue)

The areas adjacent to Segment 1 are largely developed in urban uses. Vegetation in this area includes introduced shrubs and exotic species such as eucalyptus, as well as a few non-native pine trees. There are no sensitive, threatened or endangered plant species along Segment 1 because of the previous urban disturbance and the lack of suitable habitat.

The landscaping and weedy vegetation along Segment 1 support wildlife habitat that is considered to be of low value. Wildlife species in this area would typically include species adapted to urban environments such as the western fence lizard, starling, house sparrow, rock dove, mockingbird, house finch and rodents such as house mice. No sensitive, threatened or endangered wildlife species occur or are anticipated to occur along Segment 1.

3.6.1.2 Plant Communities and Wildlife Habitats on Segment 2 (Puente Avenue to Citrus Street)

The areas adjacent to Segment 2 are urbanized. There is no viable wildlife corridor on Segment 2 because there are no native plant communities, open space or streams that could serve

as a wildlife corridor on this Segment. The closest open space and native plant communities to Segment 2 are in the San Jose Hills, approximately 1.6 km (one mile) to the south.

Vegetation along Segment 2 is limited to non-native landscaping and weedy species. No native plant communities are crossed by or adjacent to Segment 2. Common landscaping trees along this segment include London planetree, sweet gum and eucalyptus. Shrubs and vines include Indian hawthorn, xylosma, red trumpet vine and cat's claw. Weedy and non-native grassland species also occur, including wild oats, brome and telegraph weed. No sensitive, threatened or endangered plant species occur along Segment 2 because of the previous urban disturbance and the lack of suitable habitat.

The landscaping and weedy vegetation along Segment 2 supports wildlife habitat considered being of low value. Wildlife species in this area would typically include species adapted to urban environments. No sensitive, threatened or endangered wildlife species occur or are anticipated to occur along Segment 2.

3.6.1.3 Plant Communities and Wildlife Habitats on Segment 3 (Citrus Street to SR 57/SR 71/I-210)

Biological resources along Segment 3 are generally limited to weedy species and non-native landscaping. The primary plant community along Segment 3 is disturbed habitat that is generally of low value and inhabited only by very common wildlife species. There is some degraded Riversidean sage scrub (RSS), a xeric form of coastal sage scrub (CSS), on the cut slopes in the right-of-way on the east end of Segment 3. RSS has been identified as a sensitive habitat based on its increasingly scarce distribution and its potential to support numerous sensitive plant and wildlife species.

The unnamed drainage west of Forest Lawn Cemetery supports a small, isolated community of California walnut woodland, largely outside the I-10 right-of-way, which is considered sensitive due to its limited distribution and its location at the edge of growing urban areas. This area supports a riparian woodland community. Riparian ecosystems are important in their overall habitat value and because they provide important resources for both resident and migratory species. South of I-10, this drainage is in open space and wildlife is expected to use the drainage to locally traverse this open space area. However, the north side of I-10 in the vicinity of this drainage does not contain any open space or areas with resources for wildlife. As a result, this drainage is not expected to function effectively for wildlife crossing under I-10 to and from the north side of the freeway.

3.6.2 SPECIAL INTEREST SPECIES

Two letters from the United States Fish and Wildlife Service (USFWS) dated August 30, 1993; provided in the Natural Environment Studies technical reports) and August 19, 2002 (provided in Appendix H) list federally endangered and threatened species that may be present in the I-10 project study area.

3.6.2.1 Special Interest Species on Segment 1 (I-605 to Puente Avenue)

None of the species cited in the USFWS letters are expected in the Segment 1 study area, due to limited suitable habitat, lack of suitable habitat or intermittent presence as a migrant.

3.6.2.2 Special Interest Species on Segment 2 (Puente Avenue to Citrus Street)

None of the species cited in the USFWS letters are expected to occur in the Segment 2 area because they require native habitats that are not found in the vicinity of Segment 2. Review of the CNDDB indicated that several plant and animal species have the potential to occur in the vicinity of Segment 2 (plant species: many-stemmed dudleya, Parish's gooseberry, San Fernando Valley spineflower, Orcutt's linanthus and thread-leaved brodiaea; animal species: least Bell's vireo, San Diego horned lizard, western yellow-billed cuckoo, black swift, bank swallow and southwestern pond turtle). However, none of the CNDDB listed species is expected to occur in the Segment 2 study area because they require habitats such as CSS, chaparral, wetland, riparian or desert habitats not found in the Segment 2 study area.

There are no sensitive plant communities, such as wetlands, oak woodland or RSS, in or immediately adjacent to the Segment 2 area.

3.6.2.3 Special Interest Species on Segment 3 (Citrus Street to SR 57/SR 71/I-210)

None of the species cited in the USFWS letters are expected to occur in the Segment 3 area because they require native habitats that are not found on Segment 3. The loggerhead shrike, a California Species of Special Concern (no federal status), is not expected to forage or nest in the I-10 right-of-way due to the disturbance from vehicular traffic. There is degraded RSS and a small number of California walnut trees in the Segment 3 right-of-way. A Cooper's hawk, a California Species of Concern, was located during the spring 1993 survey. The hawk was performing a courtship flight that indicates nesting in the area, outside the Segment 3 right-of-way.

3.7 NOISE

3.7.1 OVERVIEW OF THE NOISE TECHNICAL REPORT

A technical study was conducted to evaluate potential noise impacts that may result from implementation of the proposed project and to identify and recommend noise abatement and mitigation measures necessary for the project to comply with state and federal noise abatement/mitigation requirements (Final Noise Impact Technical Report, Parsons, Brinkerhoff, Quade and Douglas, October 25, 2001). The report complies with Title 23, Part 772 of the Code of Federal Regulations, Procedures for Abatement of Highway Traffic Noise and Construction Noise, and the Department's noise analysis policy and procedures described in the Caltrans Traffic Noise Analysis Protocol (the Department, 1998). The report provides the required information used to make the determination of feasibility and reasonableness of the proposed noise abatement measures. Information on the physical characteristics of proposed noise abatement measures is provided in this report and is summarized later in Section 5.0.

The methodology for the noise impact and mitigation analyses are summarized in this Environmental Document and are described in detail in the technical report which is available for review at the Department's office. In summary, the steps to determine if implementation of the proposed project would result in traffic noise impacts were:

- Identify receiver locations in the project area that could be exposed to traffic noise impacts.
- Measure existing traffic noise levels at locations in potentially affected residential areas while at the same time counting traffic and measuring traffic speed.
- Digitize geometric features, including road lanes, receiver locations and existing terrain, into a three-dimensional, scaled reference coordinate system for existing and future project conditions.
- Calibrate the traffic noise model using the measured sound level data, actual traffic counts, and digitized geometric features for existing conditions.
- Predict traffic noise levels using worst noise-hour traffic volumes under existing and future year conditions inputted into the calibrated traffic noise model.
- Determine if traffic noise impacts would occur based on the traffic noise modeling results for existing and design-year conditions.
- Where traffic noise impacts were identified, a preliminary noise abatement design was evaluated.

Existing noise sensitive receivers in the project study area include single-family residences, apartments, schools, institutional buildings and hotel/motels. The existing noise environment in the project area is dominated by traffic on I-10 and other sources of traffic noise include traffic on frontage and secondary roads. Based on the noise impact analysis described in detail in Section 5.0, noise impacts are predicted to occur at residences, schools with outdoor activity areas, institutional uses and commercial uses and noise abatement was considered to address those impacts. Noise abatement is only considered for areas with frequent human activity where noise impacts are predicted or where a lowered noise level would be of benefit. Abatement is only considered for places where traffic noise approaches or exceeds the applicable criteria and people are exposed to highway noise for at least one hour on a regular basis. At those sites where a noise impact is predicted, the estimated noise level reduction for different height noise barriers was estimated. As part of the reasonability analysis, additional modeling sites were selected representing second-row receivers where noise impacts are predicted. The noise abatement measures determined to be feasible is provided in Section 5.0. The locations of the noise barriers determined to be feasible are provided in Appendix D.

3.7.2 FUNDAMENTALS OF NOISE

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perceptibility is subjective and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms

such as noisiness or loudness. Sound pressure magnitude can be objectively measured and is quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). The human hearing system is not equally sensitive to sound at all frequencies. To approximate this human, frequency-dependent response during noise measurement, the A-weighting filter system is used to adjust measured sound levels. The A-weighted sound level is expressed in dBA or dB(A). The A-weighted scale is commonly used to quantify individual events or general community sound levels, the degree of annoyance or other response effects also depends on several other perceptibility factors, including:

- the ambient (background) sound level.
- the magnitude of the event sound level with respect to the background.
- spectral (frequency) composition (e.g., presence of tones).
- the duration of the sound event.
- the number of event occurrences and their repetitiveness.
- the time of day that the event occurs.

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level can be obtained for that period. The energy-equivalent sound level (L_{eq}) is the most common parameter for this type of measurement. The L_{eq} metric is a single-number noise descriptor, which represents the average sound level over a given period of time, where the actual sound level varies with time. L_{max} and L_{min}, which are also common noise descriptors, are the maximum and minimum A-weighted noise levels over the stated time period, respectively.

Several methods have been devised to relate noise exposure over time to community response. A commonly used noise metric for this type of study is the Community Noise Equivalent Level (CNEL). The CNEL has a five dB penalty added to noise occurring during evening hours from 7:00 PM to 10:00 PM and a 10 dB penalty added for any sounds occurring between the hours of 10:00 PM and 7:00 AM. These penalties are added because of the increased sensitivity to noise during these time periods. The CNEL noise metric provides a 24-hour average of A-weighted noise levels at a particular location, with an evening and a nighttime adjustment.

3.7.3 STATE AND FEDERAL REQUIREMENTS

Federal and state regulations, standards and policies relating to traffic noise are discussed in detail in the Caltrans Transportation Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (TNAP, 1998). Transportation projects affected by the TNAP are referred to as Type I projects. A Type I project is defined in Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) as a proposed federal or federal-aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through traffic lanes. The Federal Highway Administration (FHWA) has clarified this interpretation by stating that a Type I project is any project that has the potential to increase noise levels at adjacent receivers. This includes projects that add interchange, ramp, auxiliary or truck-climbing lane improvements to an existing highway. The Department extends this definition to include state-funded highway projects. The proposed project is a Type I project

because it involves federal funding, widening of the existing mainline highway and modifications of ramps.

3.7.3.1 Federal Highway Administration Regulations

23 CFR 772 provides procedures for conducting highway-project noise studies and implementing noise abatement measures to help protect the public health and welfare, provide Noise Abatement Criteria (NAC) and establish requirements for information to be given to local officials for use in planning and designing highways. Under this regulation, noise abatement must be considered for a Type I project if the project is predicted to result in a traffic noise impact. A traffic noise impact is considered to occur when the project results in a substantial noise increase or when the predicted noise levels approach or exceed the specified NAC. 23 CFR 772 does not specifically define what constitutes a "substantial increase" or the term "approach" and leaves interpretation of these terms to the individual states.

Noise abatement measures that are reasonable and feasible and likely to be incorporated into a project, as well as noise impacts for which no apparent solution is available, must be identified and incorporated in project plans and specifications. Table 3.7-1 summarizes the FHWA NAC.

TABLE 3.7-1
FHWA NOISE ABATEMENT CRITERIA

Activity Category	Noise Abatement Criteria Level-Leq in dBA	Description of Activity Category
A	57 (exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries and hospitals.
C	72 (exterior)	Developed lands, properties or activities not included in Category A or B above.
D	--	For requirements of undeveloped lands see 23 CFR 772.
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

These noise criteria are in terms of the maximum one hour Equivalent Noise Level (Leq).

Source: 23 CFR 772 (Table 1 Noise Abatement Criteria).

3.7.3.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) indicates that a substantial noise increase may result in a significant adverse environmental effect. If this occurs, the adverse impact must be mitigated or identified as a significant unavoidable adverse noise impact.

3.7.3.3 California Streets and Highways Code, Section 216

Section 216 relates to the noise level produced by traffic on, or by the construction of, a state freeway measured in classrooms, libraries, multipurpose rooms and spaces used for pupil personnel services of a public or private elementary or secondary school. The Code states that if the interior noise level produced by freeway traffic or the construction of a freeway exceeds 52 dBA Leq, mitigation, including, but not limited to, installing acoustic materials, eliminating windows, installing air conditioning and constructing sound baffle structures, is required.

3.7.3.4 Traffic Noise Analysis Protocol

The TNAP specifies the policies, procedures and practices to be used by agencies that sponsor new construction or reconstruction projects. The NAC specified in TNAP are the same as in 23 CFR 772. The TNAP defines a noise increase as substantial when the predicted noise levels with project implementation exceed existing noise levels by 12 dBA Leq(h). The TNAP also states that a sound level is considered to approach an NAC level when the sound level is within one dB of the NAC identified in 23 CFR 772.

3.7.4 EXISTING NOISE ENVIRONMENT

Existing noise levels were measured in the project study area for a continuous 24 hour period in four locations along I-10 to determine the worst traffic noise hour of the day. The worst traffic noise hour may not coincide with the peak traffic hour because of the low speeds that are associated with congested conditions during the peak traffic hour. Higher vehicle speeds generate higher noise levels. Short term (10 to 15 minutes) measurements were taken at 78 locations along the project segment. Community noise levels were measured at five sites located in areas further away from I-10 that represent community noise levels without the influence of I-10 traffic noise, to determine the background noise levels due to sources other than the I-10 traffic. Noise measurements were also conducted at five schools in the project study area to determine the existing interior noise levels in classrooms.

The noise measurements and predicted noise levels discussed in Section 5.9 (Noise) comply with 23 CFR Part 772. All noise levels are expressed as Leq, which in a given time period contains the same acoustic energy as the time varying sound levels during the same period. The existing noise levels measured along I-10 are summarized in Table 3.7-2. As shown, the existing noise levels along this section of I-10 ranged from 57 to 79 dBA (Leq).

The ambient noise measurements were taken using a Bruel and Kjaer Model 2231 (Serial No. 1506448) and Model 2238 (Serial No. 2160297) Precision Type 1 Sound Level Meters (SLM). The equipment was calibrated before and after each measurement as well as several times during the monitoring surveys. A Bruel and Kjaer Model 4230 (Serial No. 1330651) Sound Level Calibrator was used to calibrate the SLMs. The accuracy of the calibrator is certified to requirements established by the National Bureau of Standards.

The Federal NAC in Table 3.7-1 provide standards for determining the need for noise abatement to reduce noise levels generated by a project. As shown, the criterion for residential, park and

other similar noise sensitive activities and land uses is 67 dBA. Based on this criterion, the majority of the locations in Table 3.7-2 currently exceed the Federal NAC for noise abatement. In addition to the Federal NAC, the Department's policy is to attempt to achieve a minimum of five dBA reduction in noise levels and to provide sound walls at heights that would block the line of sight between the average truck stack and the noise sensitive receptors, if feasible, based on an assumption that the noise source is no more than 3.5 m (11.5 feet) above ground level.

TABLE 3.7-2
EXISTING AMBIENT NOISE LEVELS

Receiver I.D. Number	Location	Type of Development	Number of Units Represented	Noise Abatement Category and (Criterion)	Measured Noise Level, Leq(h), dBA	Modeled Existing Worst-Hour Noise Level, Leq(h), dBA
Segment 1 (I-605 to Puente Avenue)						
CT-A	12714 Dalewood Street	Residential	4	B (67)	65	67
1	12744 Dalewood Street	Residential	6	B (67)	67	71
A	12750 Dalewood Street	Residential	2	B (67)	74	77
CT-B	12737 Garvey Avenue	Commercial	1	C (72)	71	74
2	12775 Garvey Avenue	Residential	4	B (67)	78	78
3	Angel Inn, Garvey Avenue	Hotel/Motel	1	B (67)	76	73
4	12836 Judith Street	Residential	15	B (67)	71	77
5	13001 Dalewood Street	Residential	3	B (67)	76	77
6	Park, Dalewood Street	Park	-	B (67)	75	76
7	Aristocrat Motel, Garvey Avenue	Hotel/Motel	2	B (67)	73	75
8	13227 Fairgrove Street	Residential	3	B (67)	66	70
9	13445 Waco Street	Residential	4	B (67)	67	72
10	1360 Maine Avenue	Residential	8	B (67)	70	74
11	Baldy View Trailer Park	Residential	7	B (67)	70	73
12	1622 Vineland Street	Residential	4	B (67)	72	74
13	1528 Virginia Avenue	Residential	3	B (67)	68	72
14	Golden State Care Center	Residential	12	B (67)	73	77
15	Vagabond Haven Mobile Home Park	Residential	3	B (67)	75	75
CT-D	1719 Dundry Avenue	Residential	5	B (67)	70	73
B	1798 Big Dalton Avenue	Residential	2	B (67)	78	77
CT-E	Plaza Motel, Garvey Avenue	Hotel/Motel	1	B (67)	74	75
23	Palm Villa Apartments	Residential	14	B (67)	71	74
16	Vacant lot, Garvey Avenue	Vacant	2	D	69	73
Segment 2 (Puente Avenue to Citrus Street)						
17	1304 Haliner Avenue	Residential	1	B (67)	67	71
19	2306 Havenbrook Street	Residential	8	B (67)	65	73
20	2212 Havenbrook Street	Residential	3	B (67)	73	75
S-1	Learning Garden Montessori School	School*	1	B (67)	Note 1	77
S-2	West Covina Education Center	School*	1	B (67)	Note 1	74

Note 1 – Noise measurements were not conducted at this site.
** Schools are considered as Category E, indoor activities. If they have outdoor activity areas they are also considered as Category B.*

TABLE 3.7-2
EXISTING AMBIENT NOISE LEVELS

Receiver I.D. Number	Location	Type of Development	Number of Units Represented	Noise Abatement Category and (Criterion)	Measured Noise Level, Leq(h), dBA	Modeled Existing Worst-Hour Noise Level, Leq(h), dBA
21	2231 Mossberg Avenue	Residential	1	B (67)	72	73
22	919 Meeker Avenue	Residential	4	B (67)	74	76
26	Beverly Manor Care Center	Residential	8	B (67)	66	69
27	Doctor's Hospital of West Covina	Hospital	1	B (67)	70	74
28	Mauna Loa Apartments	Residential	8	B (67)	74	74
29	West Covina Library	Institutional	1	B (67)	65	66
30	2320 Havenbrook Street	Residential	7	B (67)	69	73
31	Covina Motel	Hotel/Motel	4	B (67)	75	77
32	Wayside Motel	Hotel/Motel	4	B (67)	75	77
33	Promenade Apartments	Residential	8	B (67)	79	78
34	112 Hartley Street	Residential	3	B (67)	75	77
35	1029/1031 Garvey Avenue	Residential	4	B (67)	65	70
36	118 Maplewood Avenue	Residential	2	B (67)	70	73
37	111 Toland Avenue	Residential	6	B (67)	72	76
38	115 Astell Avenue	Residential	3	B (67)	68	71
39 & C	1302 Mardina Street cul-de-sac	Residential	10	B (67)	74	74
40	1408 Mardina Street	Residential	13	B (67)	72	73
41	1542 Mardina Street	Residential	24	B (67)	74	76
CT-G	1726 Mardina Street	Residential	4	B (67)	74	76
42	104 Turner Avenue	Residential	2	B (67)	65	69
43	1549 James Avenue	Residential	4	B (67)	68	72
44	101 Myrtlewood Street	Residential	6	B (67)	72	76
CT-H	107 Homerest Street	Residential	3	B (67)	64	69
45	105 Baymar Avenue	Residential	2	B (67)	74	76
46	Parkwood I Apartments	Residential	2	B (67)	66	68
47	2123 Garvey Avenue	Residential	2	B (67)	76	77
48	2323 Meadow Road	Residential	11	B (67)	72	74
50	100 Fircroft Street	Residential	5	B (67)	75	78

TABLE 3.7-2
EXISTING AMBIENT NOISE LEVELS

Receiver I.D. Number	Location	Type of Development	Number of Units Represented	Noise Abatement Category and (Criterion)	Measured Noise Level, Leq(h), dBA	Modeled Existing Worst-Hour Noise Level, Leq(h), dBA
70	Garvey Avenue at Merced Avenue	Residential	2	B (67)	Note 1	65
71	Beverly Manor Care Center	Residential	1	B (67)	Note 1	75
72	Garvey Avenue 2nd row homes	Residential	3	B (67)	Note 1	64
73	Car Dealership	Commercial	1	C (72)	Note 1	77
Segment 3 (Citrus Street to SR 57)						
49	2419 Garvey Avenue	Residential	6	B (67)	73	74
51	2517 James Street	Residential	8	B (67)	63	64
52	Eastland Shopping Center	Commercial	1	C (72)	71	73
53	Five Star Inn	Hotel/Motel	6	B (67)	69	74
54	The Courtyard of South Hills	Residential	8	B (67)	65	68
55	Best Western – West Covina Inn	Hotel/Motel	1	B (67)	76	75
56	Bridgecreek Retirement Home	Residential	7	B (67)	72	76
57	3421 Miriam Drive	Residential	3	B (67)	67	71
58	3564 Miriam Drive	Residential	7	B (67)	73	74
59	20450 Garvey Avenue	Residential	2	B (67)	72	75
60	3818 Garvey Avenue	Residential	7	B (67)	71	74
61	3700 Garvey Avenue	Residential	2	B (67)	69	74
62	1570 Via Verde	Residential	2	B (67)	76	76
63	20564 Exbury Place	Residential	2	B (67)	67	71
64	20720 Via Verde	Residential	3	B (67)	70	72
65	3047 Roycove Drive	Residential	1	B (67)	66	69
66	21163 Via Verde	Residential	5	B (67)	68	72
67	21554 Covina Hills	Residential	8	B (67)	63	68
68 & D	2469 Mariposa Drive	Residential	10	B (67)	68	68
CT-I	Embassy Suites	Hotel/Motel	1	B (67)	73	74
CT-J	20461 Via Verde	Residential	3	B (67)	66	72
CT-K	20908 Via Verde	Residential	1	B (67)	65	68
CT-L	2369 Camino Del Sur	Residential	7	B (67)	57	62
69	202 Concordia	Residential	7	B (67)	61	62
74	Car Dealership	Commercial	1	C (72)	Note 1	73

Note 1 – Noise measurements were not conducted at this site.

3.7 LAND USE AND PLANNING

Existing and planned land uses in the project study area are described in this section. Detailed discussions are provided in the technical report which is available for review at the Department.

3.8.1 CITY OF BALDWIN PARK (SEGMENTS 1 AND 2)

3.8.1.1 Existing Land Uses in the City of Baldwin Park

Existing land uses in the City of Baldwin Park north of I-10 include commercial (Baldwin Park Town Center, The Sierra Center, small retail shops, motels, restaurants, office), single and multiple-family residential, trailer parks, institutional and public (Foster School, City of Baldwin Park Maintenance Yard). Existing land uses in the City of Baldwin Park south of I-10 include of single and multiple-family residential, vacant land, open space (Roadside Park), commercial small retail service shops, motel, auto dealership), light industrial uses and institutional (Golden Care Center and Kaiser Permanente).

3.8.1.2 General Plan Land Use Designations in the City of Baldwin Park

The General Plan is a city's basic planning document which provides the blueprint for development of the community and is the vehicle through which competing interests and the needs of the citizenry are met. The City of Baldwin Park General Plan Land Use Element (LUE) identifies a mix of uses in the project study area including general commercial, open space, parks and schools, commercial manufacturing, industrial commercial, office industrial, multiple-family residential (3.6 to 4.9 dwelling units per hectare [8.8 to 12 per acre]) and general manufacturing. Reflecting the existing pattern of land uses along I-10, the Baldwin Park General Plan designates the area surrounding I-10 as general commercial. Due to the existing mix of compatible and incompatible land uses in some areas of the City, the General Plan LUE seeks to ensure that future development in the City is well planned, coordinated and controlled. General Plan LUE goals and policies relevant to the proposed I-10 HOV lane project are:

- Establish land use policies that will provide a framework for the coordinated and effective management, balance, and livability of future development and redevelopment based on community needs.
- Continue to improve the San Bernardino Freeway corridor for commercial opportunities.

3.8.1.3 Redevelopment Areas in the City of Baldwin Park

Cities can adopt Redevelopment Plans for specific areas within their jurisdictions which provides planning guidance for the reuse and revitalization of an area.

Sierra Vista Redevelopment Project (193 hectares/477 acres). Projects planned for this Redevelopment Area include 9.7 hectares (24 acres) of retail uses, including a Walmart, generally bounded by Puente, Merced and Big Dalton Avenues, north of I-10. The Walmart is proposed for completion by 2003. A 4,185 square meter (45,000 square foot) Harley Davidson Motorcycle shop at the southwest corner of Puente Avenue and I-10 is scheduled for completion

in 2002. A vacant parcel is currently being prepared for construction of 34 single-family residences immediately east of the I-10/I-605 Interchange on Dalewood Street. An approximately 1.0 hectare (2.5 acre) parcel is currently for sale for retail/commercial uses.

Puente-Merced Redevelopment Project (6.9 hectares/17 acres). This Redevelopment Area includes an existing Home Depot, Starbucks, Radisson Hotel and Quizno's Sandwiches. The Area is fully developed.

Delta Redevelopment Area (8.1 hectares/20 acres). This Redevelopment Area is currently built out in industrial office space.

Baldwin Park Boulevard/Francisquito Avenue Triangle Specific Plan. This Redevelopment Area is currently built out in retail uses and is now known as the Sierra Center. The retail uses include a Target, Office Max and a number of other retail uses.

3.8.1.4 Other Major Development Planned in the City of Baldwin Park

In addition to the projects described above, a 7-unit, 2,325 square meter (25,000 square foot) industrial warehouse building is proposed for 13409 North Garvey Avenue near Waco Street.

3.8.2 CITY OF WEST COVINA (SEGMENTS 2 AND 3)

3.8.2.1 Existing Land Uses in the City of West Covina

Existing land uses in the City of West Covina north of I-10 include single and multiple-family residential uses, commercial uses (Grand Creek Shopping Center, restaurants, hotel, motel, office uses, Eastland Center, auto dealerships, smaller retail centers, Hollenbeck Office Center, (Channel Communications and Piano City and office) and institutional (Vincent Children's Center and Options Head Start School, pre-school and vocational training). Existing land uses in the City of West Covina south of I-10 include single and multiple-family residential, ranchette residential, institutional (Beverly Manor Care Center and Pierce Brothers Mortuary, Doctor's Hospital of West Covina, Temple Beth Ami and West Covina Hills Adventist Church and School)), commercial (Westfield Shoppingtown West Covina, City Gate Business Park, K-Mart, Jo-Ann's Fabrics, other retail, office, West Covina Mall, The Lakes West Covina, Edwards Cinema Complex, Sammelman Mortgage, Carrow's Restaurant, auto dealerships) and vacant land.

3.8.2.2 General Plan Land Use Designations in the City of West Covina

The principal City of West Covina General Plan land use designations in the vicinity of I-10 in the City are service and neighborhood commercial; very low, low-medium, medium, medium-high and suburban density residential; public facilities; regional commercial and planned development. The General Plan characterizes the City as largely residential and focuses non-residential uses in two major commercial cores, the Central Business District (CBD) and Eastland. Goals identified in the General Plan include:

- Preserve the essential residential character of West Covina.
- Provide for a range of non-residential uses that will ensure a strong economic base.
- Arrange land uses with regard to the health, safety, convenience and welfare of the residents.
- Provide, in conjunction with the Circulation Element, a pattern of streets that minimizes the impacts of motor vehicles on residential neighborhoods, while providing a safe and efficient means of circulation in the City.
- Provide and maintain, in conjunction with the Open Space Element, an aesthetically pleasant environment for those who live, work, play and visit West Covina.

3.8.2.3 Redevelopment Areas in the City of West Covina

The West Covina Redevelopment Area (WCRA) covers 778 hectares (1,921 acres) primarily along I-10 and adjacent areas. In 1993, the CBD Redevelopment Project Area and Eastland Redevelopment Project Area were merged into the WCRA. Projects in the WCRA include the Plaza at West Covina which has recently undergone a major expansion and The Lakes at West Covina, an approximately 10 hectare (25 acre) mixed-use development including office, retail and an Edwards multiplex cinema complex. Westfield Center is a modern shopping facility providing a wide range of retail commercial uses.

Major projects in the WCRA include the Big League Dreams Concept Baseball Field project at the northeast quadrant of Amar and Azusa Avenues, on land formerly used for the BKK Landfill. Approximately 14.2 to 28.4 hectares (35 to 70 acres) of this site would be used for the baseball field with the remainder proposed for Business Park and retail uses.

3.8.2.4 Other Major Development in the City of West Covina

A vacant 4.1 hectare (10 acre) parcel west of Grand Avenue and north of Holt Avenue is currently under consideration for medium density residential uses. The City's Planning Department indicated a number of remnant freeway parcels of varying sizes are currently under consideration for parking, self storage and retail.

3.8.3 CITY OF COVINA (SEGMENT 3)

3.8.3.1 Existing Land Uses in the City of Covina

Existing land uses in the City of Covina north of I-10 consist mostly of single- and multiple-family residential with limited commercial retail and the Embassy Suites Hotel near I-10 at Holt Avenue. There are no land uses under the jurisdiction of the City of Covina south of I-10.

3.8.3.2 General Plan Designations in the City of Covina

The City's General Plan LUE land use designations adjacent to I-10 include general commercial and low density residential. The General Plan LUE identifies the following objectives relevant to the proposed I-10 HOV lane project:

- A climate where moderate residential, commercial, and industrial development and redevelopment are accommodated.
- An adequate amount, distribution and compatibility of adjacent land uses throughout the community.
- A community that is attractive and maintains a good image and small-town atmosphere.
- Economic and social vitality in all areas of the community.
- The provision of sufficient public facilities and services.

3.8.3.3 Redevelopment Areas in the City of Covina

The Village Oak Redevelopment Area (VORA) is immediately north of I-10, extending from Forrest Hills Drive to approximately Holt Avenue along East Garvey Avenue North. The 7.3 hectare (18 acre) VORA is designated for general commercial and residential uses. An Embassy Suites Hotel and offices have been developed in the VORA. In addition, there are areas designated for low-density residential uses north of I-10 along Holt Street.

Based on information provided by City Redevelopment Agency, the VORA Master Plan identifies the majority of the VORA for office complex uses. The City is also considering alternative uses for the site such as senior housing/care facilities. No specific expansion plans or proposed zone changes have been submitted for City consideration at this time.

3.8.3.4 Major Planned Developments in the City of Covina

A 30,690 square meter (330,000 square foot) retail project is currently proposed in the vicinity of Barranca Avenue and I-10 at the former Montgomery Wards location.

3.8.4 CITY OF SAN DIMAS (SEGMENT 3)

3.8.4.1 Existing Land Uses in the City of San Dimas

Almost half of the project study area in the City of San Dimas is dedicated to open space either as part of the Angeles National Forest or Los Angeles County regional parks. The Angeles National Forest is north of State Route 30 and north of most of the City of San Dimas. At its closest point to the project segment of I-10, the National Forest is more than 8 kilometers (5 miles) to the north. The nearest Los Angeles County regional park to the project segment of I-10 is Frank G. Bonnelli Regional County Park which is adjacent to the north east quadrant of the SR 57/SR 71/I-201 Interchange with I-10. This Park is east and north of the project segment of I-10 and will not be adjacent to any construction on I-10 under the proposed project.

Other existing land uses in the City are residential, commercial, administrative/professional, light industrial, public/semi-public, vacant and open space.

The Rancho San Dimas and Via Verde Specific Plans areas, immediately north of I-10, are low-density single-family residential developments totaling approximately 200 hectares (496 acres). The area covered by these Specific Plans consists of hillside residential uses with scenic easements. These Specific Plan areas are either built out or nearly built out.

3.8.4.2 General Plan Land Use Designations in the City of San Dimas

The City of San Dimas General Plan LUE identifies areas in the I-10 project study area as single-family, very low density (one unit per 0.09 to 1.2 hectares (0.21 to 3 acres)) residential and public/semi-public uses. The LUE identifies Via Verde/I-10 as a City Entry Way and recommends that this area be developed with unique landscaping and a City entry sign in medians or public property to create a sense of identity. General Plan goals, objectives and policies relevant to the proposed HOV lane project in the LUE are:

- Maintain the rural small town, low-density atmosphere of San Dimas.
- Ensure that all parts of the City are adequately served with essential services, utilities, recreational and open space facilities.
- Plan and create an urban form that efficiently utilizes urban infrastructure and services. Plan for orderly growth rather than leap frog development.
- Provide well planned commercial centers and nodes. Discourage strip commercial development.
- Enhance a unified and high quality visual image for the City.

3.8.4.3 Redevelopment Areas and Major Development Planned in the City of San Dimas

There are no designated redevelopment areas or major development planned in San Dimas.

3.8.5 CITY OF POMONA (SEGMENT 3)

The City of Pomona does not extend into the Segment 3 project area but it is within the right-of-way limits of the I-10/I-210/SR 57/SR 71 Interchange. There are no existing or planned land uses in the City of Pomona adjacent to the Segment 3 alignment. Existing land uses in Pomona nearest to the eastern terminus of Segment 3 are commercial, office, agricultural and residential. The parts of the City immediately adjacent to I-10 are in the Department's right-of-way in the Interchange and are undevelopable. University Corporate Center is a commercial and office complex east of the Interchange. The agricultural use is part of the California State Polytechnic University, Pomona (Cal Poly Pomona). The nearest residential areas to Segment 3 in the City are further to the south and east.

This part of the City of Pomona is nearly built out with no known land use changes planned.

3.8.6 UNINCORPORATED LOS ANGELES COUNTY (SEGMENT 3)

3.8.6.1 Existing Land Uses in Unincorporated Los Angeles County

Existing land uses in unincorporated Los Angeles County on Segment 3 are open space and single-family/ranchette residential uses at a maximum density of 1 unit per 0.4 hectare (1 unit per acre). Sensitive land uses near the I-10 project study area in unincorporated Los Angeles County include Forest Lawn Memorial Park (a privately owned cemetery), Cal Poly Pomona and open space. There is an existing park-and-ride facility on the north site of I-10 at Via Verde.

3.8.6.2 General Plan Land Use Designations in Unincorporated Los Angeles County

General Plan land use designations for the unincorporated areas adjacent to I-10 are public and semi-public (Cal Poly Pomona and Forest Lawn Memorial Park Covina Hills), open space, low-density residential and non-urban uses. The County of Los Angeles General Plan identifies the following goals and policies relevant to the proposed I-10 HOV lane project:

- Coordinate land use with existing and proposed transportation networks.
- Encourage the clustering of well-designed highway oriented commercial facilities in appropriate and conveniently spaced locations.
- To provide for land use arrangements that take full advantage of existing public services and facilities.

3.8.6.3 Redevelopment Areas and Major Planned Developments in Unincorporated Los Angeles

There are no designated redevelopment areas or major planned development in unincorporated Los Angeles County in the I-10 project study area.

3.9 SOCIAL ENVIRONMENT

3.9.1 OVERVIEW

For the proposed I-10 HOV lane project, demographic and socioeconomic data were analyzed for three areas:

Primary Affected Area. The Primary Affected Area is defined as the area immediately surrounding Segments 1, 2 and 3, which could potentially be directly affected by the proposed project and encompasses the following United States census tracts:

> Segment 1: Tracts 4047.01, 4047.02, 4047.03, 4048.01, 4048.02, 4048.03.
>
> Segment 2: Tracts 4052.01, 4052.02, 4052.03, 4053, 4055, 4056, 4062, 4068, 4067, 4065 and 4064.11.
>
> Segment 3: Tracts 4061.02, 4036, 4013.02, 4063, 4035 and 4024.04.

Secondary Affected Area: The Secondary Affected Area is defined as the communities through which the project section of I-10 passes. This area encompasses the Cities of Baldwin Park, West Covina, Covina and San Dimas, and parts of unincorporated Los Angeles County.

Regional Area: This is the region in which the proposed I-10 HOV lane project would be located and is defined as encompassing the County of Los Angeles. Data on this area provide regional context as to the similarities, differences and relationships between the Primary and Secondary Affected Areas and the overall region, with the County of Los Angeles. In some instances, SCAG's planning area, which consists of Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, was used to provide a regional context for the analysis.

The socioeconomic analysis for the I-10 HOV lane project is consistent with the Caltrans Guidance for Consultants (May 1988). Demographic and housing information was obtained from the 1990 and 2000 United States Censuses of Population and Housing; SCAG, the metropolitan planning agency and from the local jurisdictions' General Plans.

3.9.2 POPULATION

This Section describes population characteristics including growth, race/ethnicity, age and household income.

3.9.2.1 Regional Context for Population

The SCAG region contains 16,516,006 persons with the majority concentrated in Los Angeles (9,519,338 persons) and Orange (2,846,289 persons) Counties. The Hispanic population is the largest ethnic group in the SCAG region, at 40.6 percent, followed by White (38.9 percent), Asian (10.2 percent) and African American (7.3 percent). Household size throughout the region is relatively similar, with an average size of 3.2 persons per household. In Los Angeles County, the average household size is 3.14 persons. The age distribution of the region is relatively uniform with roughly 30 percent of the population under 19 years of age, 55 percent between 20 and 64 years of age and ten percent over 65 years. Per capita personal income, based on 1998 data from SCAG, is highest in Los Angeles ($26,773) and Orange ($32,541) Counties.

3.9.2.2 Subregional Context for Population

The proposed project is in the East San Gabriel Valley, a largely suburban, single-family residential area in eastern Los Angeles County. In 2000, the area was the least populous of all the subregions in Los Angeles County, according to the SCAG (Regional Comprehensive Plan and Guide (RCPG). However, by 2010, the East San Gabriel Valley is expected to show the third largest population increase (478,000 people) of all subregions in the SCAG region.

3.9.2.3 I-10 Project Study Area Population

Table 3.9-1 summarizes the population trends and projections for the I-10 project study area, for the Cities of Covina, West Covina, Baldwin Park and San Dimas, and for the County of Los Angeles. Table 3.9-1 provides the estimated population in these areas for 1990 and 2000 and the forecasted 2025 populations and shows increases and annual changes in population for these areas for these time periods. As shown in these tables, from 1990 to 2025, the I-10 project study has experienced and will continue to experienced moderate growth. These levels of projected growth largely reflect the urbanized nature of these Cities, especially given that many do not have land available for additional residential or commercial development. The projected growth in population in these Cities will largely reflect natural increases (i.e., excess births over deaths).

Tables 3.9-2 and 3.9-3 summarize the population characteristics for the I-10 project study area, the cities in the project study area and Los Angeles County. Table 3.9-2 summarizes the population by race, ethnicity and age and provides income data, for the project study area. Table

3.9-3 provides detailed race and ethnicity characteristics for the project study area. According to the 2000 Census, the I-10 project study area is home to a largely Hispanic population, although the percentage of this ethnic group varies considerably by project segment, ranging from 27 percent in the Segment 3 area to 79 percent in the Segment 1 area. Whites comprise a substantial percentage of the population by race, and range from 37 to 71 percent of the individual segment study areas. The percentages of Asians, at approximately 12 to 17 percent in the individual segment study areas, are equal to or higher than for all of Los Angeles County at 12 percent. The percentage of African Americans in the individual segment study areas is low, ranging from 2 to 4 percent, compared to 10 percent for all of Los Angeles County.

TABLE 3.9-1
POPULATION CHARACTERISTICS (1990 TO 2025)

Area	1990 Population	2000 Population	2025 Population	Percent Increase/Decrease		Annual Change		Percent Annual Change	
				1990-2000	2000-2025	1990-2000	2000-2025	1990-2000	2000-2025
Segment 1 Local Area [a]									
Local Area [a]	27,128	29,136	36,125	7%	24%	200.8	279.6	0.7%	0.9%
Segment 1 Subregional Area									
City of Baldwin Park	69,330	75,837	91,131	9%	20%	650.7	611.8	0.9%	0.8%
Segment 2 Local Area [b]									
Local Area [b]	55,224	61,882	65,414	12%	6%	665.8	141.3	1.2%	0.2%
Segment 2 Subregional Area [d]									
West Covina	96,086	105,080	122,842	9%	17%	899.4	710.5	0.9%	0.7%
Baldwin Park	69,330	75,837	91,131	9%	20%	650.7	611.8	0.9%	0.8%
Subregional Area [d]	165,416	180,917	213,973	9%	18%	1,550.1	1,322.2	0.9%	0.7%
Segment 3 Local Area [c]									
Local Area [c]	26,305	27,415	26,703	4%	-3%	111	-28.5	0.4%	-0.1%
Segment 3 Subregional Area [e]									
West Covina	96,086	105,080	122,842	9%	17%	899.4	710.5	0.9%	0.7%
Covina	43,207	46,837	51,551	8%	10%	363	188.6	0.8%	0.4%
San Dimas	32,397	34,980	40,486	8%	16%	258.3	220.2	0.8%	0.6%
Subregional Area [e]	171,690	186,897	214,879	9%	15%	1,520.7	1,119.3	0.9%	0.6%
Total for Los Angeles County									
Los Angeles County	8,863,164	9,519,338	12,273,835	7%	29%	65,617.4	110,179.9	0.7%	1.2%

Notes:
[a] Includes Census Tracts 4047.01, 4047.02, 4047.03, 4048.01, 4048.02 and 4048.03.
[b] Includes Census Tracts 4052.01, 4052.02, 4052.03, 4053, 4055, 4056, 4062, 4064.11, 4065, 4067 and 4068.
[c] Includes Census Tracts 4013.02, 4024.04, 4035, 4036, 4061.03 and 4063.
[d] Includes the Cities of West Covina and Baldwin Park.
[e] Includes the Cities of Covina, San Dimas and West Covina.
Sources: 1990 and 2000 United States Censuses of Population and Housing and the Southern California Association of Governments.

TABLE 3.9-2
2000 POPULATION AND INCOME CHARACTERISTICS

Area	Total 2000 Population	Race					Age		Income (1990)	
		Percent White	Percent Black	Percent Asian	Percent Other	Percent Hispanic Origin	% < 18	% > 65	Median Income	% Persons Below Poverty
Segment 1 Local Area [a]										
Local Area [a]	29,136	37%	2%	12%	49%	79%	34%	6%	$31,339	18%
Segment 1 Subregional Area										
City of Baldwin Park	75,837	40%	2%	12%	46%	79%	34%	6%	$32,684	16%
Segment 2 Local Area [b]										
Local Area [b]	61,882	49%	4%	14%	33%	56%	30%	10%	$38,244	15%
Segment 2 Subregional Area [d]										
West Covina	105,080	44%	6%	23%	27%	46%	28%	10%	$42,481	8%
Baldwin Park	75,837	40%	2%	12%	46%	79%	34%	6%	$32,684	16%
Subregional Area [d]	180,917	42%	4%	18%	35%	60%	31%	8%	$37,583	12%
Segment 3 Local Area [c]										
Local Area [c]	27,415	71%	4%	17%	8%	27%	24%	12%	$55,215	5%
Segment 3 Subregional Area [e]										
West Covina	105,080	44%	6%	23%	27%	46%	28%	10%	$42,481	8%
Covina	46,837	62%	5%	10%	23%	40%	27%	11%	$42,916	7%
San Dimas	34,980	75%	3%	10%	12%	23%	25%	12%	$57,184	6%
Subregional Area [e]	186,897	54%	5%	17%	23%	40%	27%	11%	$42,916	7%
Total for Los Angeles County										
Los Angeles County	9,519,338	49%	10%	12%	29%	45%	27%	10%	$34,965	15%

Notes:
[a] Includes Census Tracts 4047.01, 4047.02, 4047.03, 4048.01, 4048.02 and 4048.03.
[b] Includes Census Tracts 4052.01, 4052.02, 4052.03, 4053, 4055, 4056, 4062, 4064.11, 4065, 4067 and 4068.
[c] Includes Census Tracts 4013.02, 4024.04, 4035, 4036, 4061.03 and 4063.
[d] Includes the Cities of West Covina and Baldwin Park.
[e] Includes the Cities of Covina, San Dimas and West Covina.
Sources: 1990 and 2000 United States Censuses of Population and Housing and the Southern California Association of Governments.

TABLE 3.9-3
RACE AND ETHNICITY CHARACTERISTICS 1990 TO 2000

Area	White		Black		Asian		Other		Hispanic	
	Absolute Increase/ Decrease 1990-2000	Percent Change	Absolute Increase/ Decrease 1990-2000	Percent Change	Absolute Increase/ Decrease 1990-2000	Percent Change	Absolute Increase/ Decrease 1990-2000	Percent Change	Absolute Increase/ Decrease 1990-2000	Percent Change
Segment 1 Local Area [a]										
Local Area [a]	-5,761	-35%	-274	-36%	-87	-2%	8,328	135%	3,938	21%
Segment 1 Subregional Area										
City of Baldwin Park	-8,051	-21%	-468	-28%	318	4%	15,217	76%	10,609	22%
Segment 2 Local Area [b]										
Local Area [b]	-6,003	-17%	-382	-13%	2,728	46%	10,674	104%	10,775	45%
Segment 2 Subregional Area [d]										
West Covina	-11,350	-20%	-1,507	-18%	7,327	44%	15,009	112%	14,798	45%
Baldwin Park	-8,051	-21%	-468	-28%	318	4%	15,217	76%	10,609	22%
Subregional Area [d]	-19,401	-20%	-1,975	-20%	7,645	31%	30,226	90%	25,407	31%
Segment 3 Local Area [c]										
Local Area [c]	-1,039	-5%	170	20%	1,221	35%	862	70%	2,716	58%
Segment 3 Subregional Area [e]										
West Covina	-11,350	-20%	-1,507	-18%	7,327	44%	15,009	112%	14,798	45%
Covina	-5,603	-16%	578	33%	1,317	40%	7,559	233%	7,829	71%
San Dimas	-353	-1%	-65	-5%	512	18%	2,652	150%	2,551	45%
Subregional Area [e]	-17,306	-15%	-994	-9%	9,156	41%	25,220	136%	25,178	50%
Total for Los Angeles County										
Los Angeles County	-398,041	-8%	-62,017	-6%	183,015	19%	978,425	53%	890,971	27%

Notes:
[a] Includes Census Tracts 4047.01, 4047.02, 4047.03, 4048.01, 4048.02 and 4048.03.
[b] Includes Census Tracts 4052.01, 4052.02, 4052.03, 4053, 4055, 4056, 4062, 4064.11, 4065, 4067 and 4068.
[c] Includes Census Tracts 4013.02, 4024.04, 4035, 4036, 4061.03 and 4063.
[d] Includes the Cities of West Covina and Baldwin Park.
[e] Includes the Cities of Covina, San Dimas and West Covina.
Sources: 1990 and 2000 United States Censuses of Population and Housing and the Southern California Association of Governments.

3.10 HOUSING

Table 3.10-1 summarizes 2000 housing characteristics for I-10 project study area. As shown, the average household size in this area ranges from 2.78 to 4.44 persons per unit, varying substantially among the cities and the local areas in the I-10 project study area. The average household sizes in the local areas adjacent to I-10 are generally similar to or slightly greater than the average household sizes in the cities in which these local areas are located. Table 3.10-1 also provides detailed information regarding the types of housing units, owner/tenant occupied and housing values for the I-10 project study area.

Table 3.10-2 shows the 1990 and 2000 housing stock (number of occupied units) and 2025 projections for local areas, cities and the County. As shown, the majority of the local areas and cities are anticipated to experience only low or moderate increases in housing over this period. Some areas, notably the Segment 3 local area, are forecast to experience a decrease in total housing over this forecast period.

TABLE 3.10-1
HOUSING CHARACTERISTICS

Area	Total Housing Units	Persons/ Household	Percent Single-Family Units	Percent Multi-Family Units	Percent Mobile-Home, Trailer or Other Units	Percent Other	Occupied Housing Units	Percent Owner Occupied	Percent Renter Occupied	Percent Vacant	Housing (1990)	
											Median Value	Median Rent
Segment 1 Local Area [a]												
Local Area [a]	6,675	4.37	57%	37%	5%	1%	6,463	57%	43%	3%	$149,200	$594
Segment 1 Subregional Area												
City of Baldwin Park	17,430	4.44	65%	28%	5%	2%	16,961	61%	39%	3%	$151,100	$588
Segment 2 Local Area [b]												
Local Area [b]	18,058	3.58	73%	25%	2%	0%	17,720	62%	38%	2%	$186,420	$630
Segment 2 Subregional Area [d]												
West Covina	32,058	3.32	64%	32%	1%	3%	31,411	67%	33%	2%	$205,000	$672
Baldwin Park	17,430	4.44	65%	28%	5%	2%	16,961	61%	39%	3%	$151,100	$588
Subregional Area [d]	49,488	3.88	64%	30%	5%	1%	48,372	65%	35%	2%	$178,050	$630
Segment 3 Local Area [c]												
Local Area [c]	9,979	2.78	62%	37%	1%	0%	9,640	67%	33%	3%	$339,200	$680
Segment 3 Subregional Area [e]												
West Covina	32,058	3.32	64%	32%	1%	3%	31,411	67%	33%	2%	$205,000	$672
Covina	16,364	2.89	57%	39%	3%	1%	15,971	58%	42%	2%	$200,700	$601
San Dimas	12,503	2.78	62%	29%	8%	1%	12,163	74%	26%	3%	$242,800	$688
Subregional Area [e]	60,925	2.99	60%	32%	5%	3%	59,545	66$	34%	2%	$212,400	$649
Total for Los Angeles County												
Los Angeles County	3,270,909	2.98	47%	46%	5%	2%	3,133,774	48%	52%	4%	$226,400	$ 570

Notes:
[a] Includes Census Tracts 4047.01, 4047.02, 4047.03, 4048.01, 4048.02 and 4048.03.
[b] Includes Census Tracts 4052.01, 4052.02, 4052.03, 4053, 4055, 4056, 4062, 4064.11, 4065, 4067 and 4068.
[c] Includes Census Tracts 4013.02, 4024.04, 4035, 4036, 4061.03 and 4063.
[d] Includes the Cities of West Covina and Baldwin Park.
[e] Includes the Cities of Covina, San Dimas and West Covina.
Source: 1990 and 2000 United States Censuses of Population and Housing and the Southern California Association of Governments.

TABLE 3.10-2
HOUSING TRENDS 1990 TO 2025

Area	1990 Occupied Housing Units	2000 Occupied Housing Units	2025 Occupied Housing Units	Percent Increase/ Decrease 1990-2000	Percent Increase/ Decrease 2000-2025
Segment 1 Local Area [a]					
Local Area [a]	6,602	6,463	7,458	-2%	15%
Segment 1 Subregional Area					
City of Baldwin Park	16,614	16,961	18,542	2%	9%
Segment 2 Local Area [b]					
Local Area [b]	16,760	17,720	17,362	6%	-2%
Segment 2 Subregional Area [d]					
West Covina	30,396	31,411	34,331	3%	9%
Baldwin Park	16,614	16,961	18,542	2%	9%
Subregional Area [d]	47,010	48,372	52,873	3%	9%
Segment 3 Local Area [c]					
Local Area [c]	8,849	9,640	7,624	9%	-21%
Segment 3 Subregional Area [e]					
West Covina	30,396	31,411	34,331	3%	9%
Covina	15,531	15,971	17,405	3%	9%
San Dimas	10,948	12,163	12,707	11%	4%
Subregional Area [e]	56,875	59,545	64,443	5%	8%
Total for Los Angeles County					
Los Angeles County	2,989,552	3,133,774	4,095,467	5%	31%

Notes:
[a] Includes Census Tracts 4047.01, 4047.02, 4047.03, 4048.01, 4048.02 and 4048.03.
[b] Includes Census Tracts 4052.01, 4052.02, 4052.03, 4053, 4055, 4056, 4062, 4064.11, 4065, 4067 and 4068.
[c] Includes Census Tracts 4013.02, 4024.04, 4035, 4036, 4061.03 and 4063.
[d] Includes the Cities of West Covina and Baldwin Park.
[e] Includes the Cities of Covina, San Dimas and West Covina.
Sources: 1990 and 2000 United States Censuses of Population and Housing and the Southern California Association of Governments.

3.11 ECONOMICS

This Section describes economic conditions in the I-10 project study area, including employment, labor force, property tax and economic development policy information. Table 3.11-1 summarizes 2000 and 2025 employment characteristics and Table 3.11-2 summarizes the labor force characteristics for the I-10 project study area.

The San Gabriel Valley Council of Governments (SGVCOG) indicates that 17 percent of all private sector jobs in Los Angeles County are in the San Gabriel Valley. From 1990 to 2000, a total of 40,000 net jobs were created, many of which were in the services industries, finance, insurance and real estate, as well as retail and wholesale trade. The SGVCOG indicates that the Valley's largest employers are general medical and surgical hospitals, colleges and universities, department stores, restaurants and others services. The average employee pay for this subregion

TABLE 3.11-1
EMPLOYMENT 2000 TO 2025

Area	Total 2000 Employment	Total 2025 Employment	Percent Annual Increase
Segment 1 Local Area [a]			
Local Area [a]	3,909	5,630	1.8%
Segment 1 Subregional Area			
City of Baldwin Park	20,067	24,598	0.9%
Segment 2 Local Area [b]			
Local Area [b]	25,086	27,654	0.4%
Segment 2 Subregional Area [d]			
West Covina	29,837	33,889	0.5%
Baldwin Park	20,067	24,598	0.9%
Subregional Area [d]	49,904	58,487	0.7%
Segment 3 Local Area [c]			
Local Area [c]	7,604	9,068	0.8%
Segment 3 Subregional Area [e]			
West Covina	29,837	33,889	0.5%
Covina	27,833	30,784	0.4%
San Dimas	15,425	19,477	1.1%
Subregional Area [e]	73,095	84,150	0.6%
Total for Los Angeles County			
Los Angeles County	4,425,810	5,257,369	0.8%

Notes:
[a] Includes Census Tracts 4047.01, 4047.02, 4047.03, 4048.01, 4048.02 and 4048.03.
[b] Includes Census Tracts 4052.01, 4052.02, 4052.03, 4053, 4055, 4056, 4062, 4064.11, 4065, 4067 and 4068.
[c] Includes Census Tracts 4013.02, 4024.04, 4035, 4036, 4061.03 and 4063.
[d] Includes the Cities of West Covina and Baldwin Park.
[e] Includes the Cities of Covina, San Dimas and West Covina.
Source: Southern California Association of Governments.

TABLE 3.11-2
2000 LABOR FORCE CHARACTERISTICS

Area	Person 16+ in Labor Force	Employed	Percent Employed	Unemployed	Percent Unemployed
Segment 1 Local Area [a]					
Local Area [1]	12,707	11,908	94%	799	6%
Segment 1 Subregional Area					
City of Baldwin Park	33,980	31,690	93%	2,290	7%
Segment 2 Local Area [b]					
Local Area [2]	28,828	27,629	96%	1,199	4%
Segment 2 Subregional Area [d]					
West Covina	55,100	52,930	96%	2,170	4%
Baldwin Park	33,980	31,690	93%	2,290	7%
Subregional Area [4]	89,080	84,620	95%	4,460	5%
Segment 3 Local Area [c]					
Local Area [3]	14,855	14,391	97%	464	3%
Segment 3 Subregional Area [e]					
West Covina	55,100	52,930	96%	2,170	4%
Covina	25,680	24,590	96%	1,090	4%
San Dimas	19,850	19,310	97%	540	3%
Subregional Area [5]	100,630	96,830	96%	3,800	4%
Total for Los Angeles County					
Los Angeles County	4,953,200	4,662,500	94%	290,700	6%

Notes:
[a] Includes Census Tracts 4047.01, 4047.02, 4047.03, 4048.01, 4048.02 and 4048.03.
[b] Includes Census Tracts 4052.01, 4052.02, 4052.03, 4053, 4055, 4056, 4062, 4064.11, 4065, 4067 and 4068.
[c] Includes Census Tracts 4013.02, 4024.04, 4035, 4036, 4061.03 and 4063.
[d] Includes the Cities of West Covina and Baldwin Park.
[e] Includes the Cities of Covina, San Dimas and West Covina.
Source: State of California Employment Development Department, Labor Market Information Division.

was $27,000 (1999 data). The average pay for employees in the Cities in the I-10 local area in 1999 were: $24,354 in Baldwin Park; $25,541 in Covina; $20,118 in West Covina; $26,264 in San Dimas and $21,269 in unincorporated Los Angeles County. However, the SGVCOG also indicates that many of the new jobs in this area are primarily low wage with industries largely consisting of companies that do not generate significant tax revenues.

Property tax rates vary, based on the location and use of a property. A tax rate includes a general one percent tax levy applicable to all property tax bills, voter approved (pre-Proposition 13) special taxes and voter approved debt issues for a particular area. The general tax levy is based on state law and is limited to 1 percent of the assessed value (equal to $1 per $100 of assessed value). In Los Angeles County, the total property tax charge was $6.6 billion in 2000. Information on property tax was not available individually for the I-10 project local areas.

According to the State Board of Equalization, Los Angeles County generated over $106 billion dollars in taxable sales (i.e., retail store sales and all outlets) in 2000. By comparison, the Cities of Baldwin Park, Covina, San Dimas and West Covina generated taxable sales of $355,083,000, $634,265,000, $344,366,000 and $1,098,171,000, respectively. The unincorporated areas of Los Angeles County generated $3,634,163,000 in total sales.

3.11.1 SEGMENT 1 (I-605 TO PUENTE AVENUE)

The predominate employment sectors in the City of Baldwin Park are manufacturing and retail services. Businesses in the Segment 1 local area are primarily along east-west Ramona Boulevard and I-10 in the City. Adjacent to I-10, between I-605 and Puente Avenue, there are small retail or wholesale stores, light industrial warehouse, storage facilities, vacant lots, small motels (less than 50 rooms) and some offices. Several of these businesses appear to depend on freeway access and visibility for customer patronage. There are no regional commercial shopping centers in the Segment 1 local area.

The City of Baldwin Park's primary objective is to promote commercial and retail businesses. The City's economic policies are designed to:

(1) encourage a full range of commercial businesses to serve residents and improve the City's tax base.
(2) support and encourage commercial uses that do not create adverse impacts on other uses, such as rejuvenation of the CBD.
(3) provide shopping and service needs of residents.
(4) retain existing viable industries, attract new light, clean industries and promote commercial office uses.
(5) support plans and programs to arrest blight and deterioration in commercial retail areas.
(6) encourage the location of industries related to the current base industries in Baldwin Park.
(7) establish and maintain a list of targeted industries to attract to the City.
(8) encourage the location of retail outlets with a regional customer base.

SEGMENT 2 (PUENTE AVENUE TO CITRUS STREET)

In the Segment 2 local area, the majority of jobs is in the retail and service industries. Most of the businesses in the City of West Covina are in the CBD, south of I-10 between Cameron and Glendora Avenues. Large commercial uses adjacent to I-10 which appear to rely on the freeway for access and/or visibility include West Covina Fashion Plaza, Westfield Shoppingtown, The Lakes office complex and West Covina Auto Plaza.

The City of West Covina's general economic development policies focus on the need to attract new revenue sources into the City by expanding opportunities for regional, corporate, commercial, office, lodging, light industrial and planned administrative or research development uses. In addition, the City aims to preserve and enhance the character of West Covina as the "Headquarters City" of the East San Gabriel Valley, while maintaining and enhancing commercial, industrial and residential development and ensuring availability of housing for the expected increase in the City's employment force.

The City of Baldwin Park's primary objective is to promote commercial and retail businesses, as described earlier for the Segment 1 local area.

3.11.3 SEGMENT 3 (CITRUS STREET TO SR 57/SR 71/I-210)

In the Segment 3 local area, businesses are generally located along frontage roads parallel to I-10 and include retail commercial, professional services, offices and hotels. The predominate employment sectors in the Cities of Covina, West Covina and San Dimas are retail, light industrial/high-technology manufacturing and professional services.

No specific economic policies are identified in the Covina and San Dimas General Plans.

3.12 PUBLIC SERVICES AND UTILITIES

This Section describes existing public services and utilities in the vicinity of the project section of I-10. Public services are police and fire protection/emergency services, schools, parks and recreation resources, solid waste. Utilities include domestic/potable water, sewer service, electricity, natural gas, and cable television. Health care facilities are also discussed in this Section. The public services facilities in the I-10 project study area shown on Figure 3.12-1. Table 3.12-1 provides additional information about these services.

3.12.1 PUBLIC SERVICES IN THE I-10 PROJECT STUDY AREA

3.12.1.1 Police and Fire Protection and Emergency Medical Services

City of Baldwin Park. Law enforcement in the City is provided by the Baldwin Park Police Department, which employs 75 sworn officers and is located at 14403 East Pacific Avenue. The California Highway Patrol (CHP) Baldwin Park Station is responsible for law enforcement on I-10 in Baldwin Park.

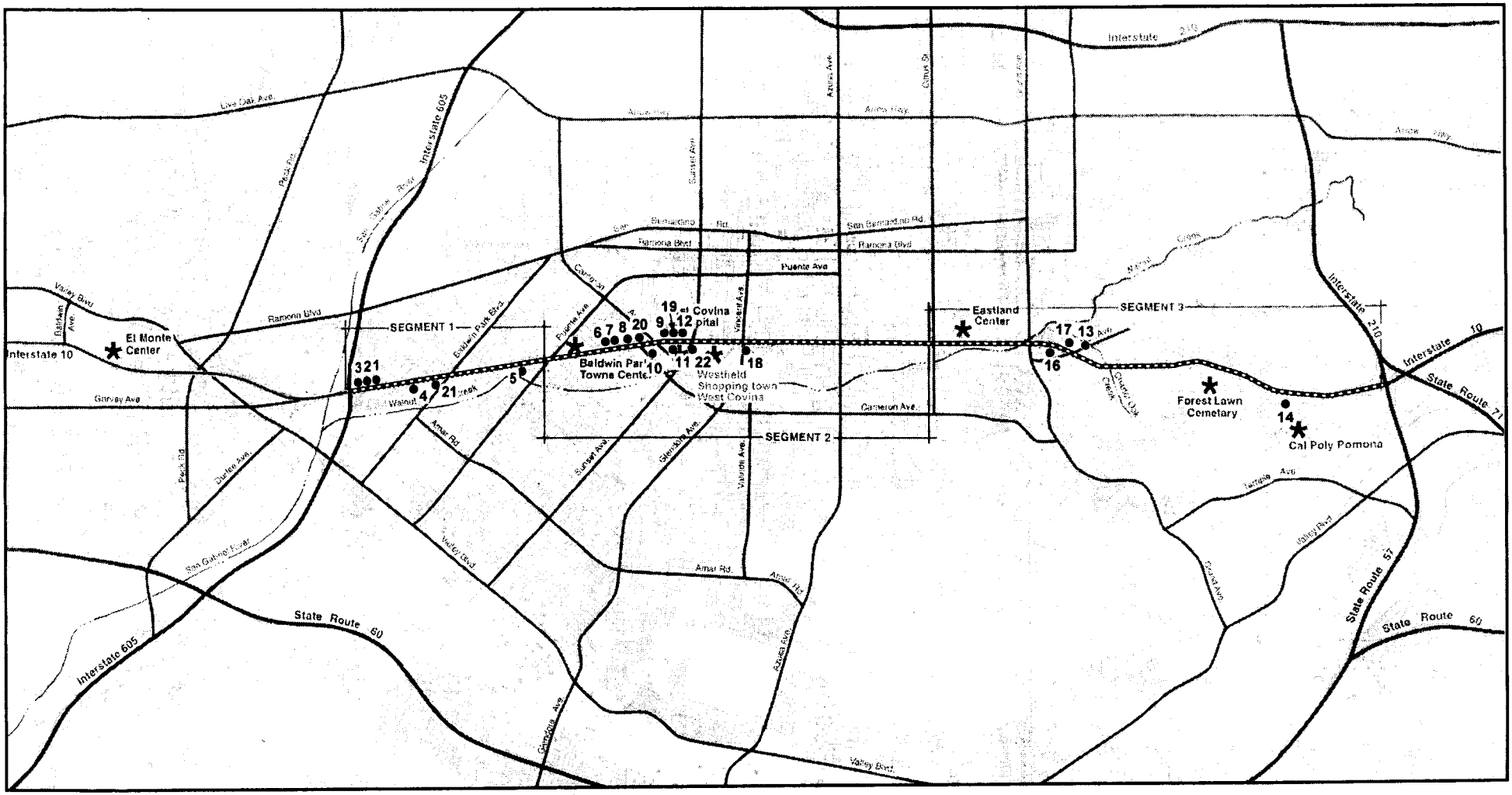


Figure 3.12-1

Public Services in the Vicinity of I-10

I-10 HOV PROJECT

LEGEND

Project Segment of I-10

Public services facilities

Note: Please refer to Table 6-1 for the facility names and locations.

Scale in Statute Miles: 0 10 20 30 40

North

TABLE 3.12-1
PUBLIC SERVICES FACILITIES IN THE I-10 PROJECT STUDY AREA

SEGMENT	MAP #	NAME	ADDRESS
Law Enforcement/Police Departments			
1		Baldwin Park Police Department	14403 E. Pacific Avenue, Baldwin Park
1		California Highway Patrol	14039 Francisquito Avenue, Baldwin Park
2		City of Covina Police Department	444 N. Citrus Street, West Covina
2	11	West Covina Police Department	1444 W. Garvey Avenue, West Covina
3		Los Angeles County Sheriff's Department - Walnut	21695 E. Valley Blvd., Walnut
3		Los Angeles County Sheriff's Department - San Dimas	122 N. San Dimas Avenue, San Dimas
Fire Departments			
1		Los Angeles County Fire Department - Station 29	14334 E. Los Angeles Street, Baldwin Park
1		Los Angeles County Fire Department - Station 87	140 S. 2nd Street, Industry, Baldwin Park
2		Los Angeles County Fire Department - Station 152	807 W. Cypress Street, Covina
2		West Covina Fire Department - Station 1	819 S. Sunset Avenue, West Covina
2		West Covina Fire Department - Station 2	2441 Cortez Avenue, West Covina
2		West Covina Fire Department - Station 3	1433 W. Puente Avenue, West Covina
3		Los Angeles County Fire Department - Station 185	925 E. Lexington Avenue, Pomona
Schools			
1		De Anza Elementary School	12820 E. Bess Avenue, Baldwin Park
1		Foster Avenue Elementary School	13900 Foster Avenue, Baldwin Park
1	3	Learning Center	2133 N. Garvey Avenue, Baldwin Park
1		Sierra Vista Junior High School	13400 Foster Avenue, Baldwin Park
1		Sierra Vista Senior High School	3600 Frazier Avenue, Baldwin Park
1		Tracy Elementary School	13350 Tracy Avenue, Baldwin Park
1	2	West Covina Education Center	2009 N. Garvey Avenue, West Covina
2		Covina High School	463 S. Hollenbeck Avenue, West Covina
2		Edgewood Middle School	1625 W. Durness Street, West Covina
2		Hollencrest Middle School	2101 E. Merced Avenue, West Covina
2	12	Little Red School House	2451 E. Garvey Avenue North, West Covina
2		Monte Vista Elementary School	1615 E. Eldred Avenue, West Covina
2	7	Northwest College	2121 W. Garvey Avenue North, West Covina
2		Rowland Avenue Elementary School	1355 E. Rowland Avenue, West Covina
2		Traweek Middle School	1941 E. Rowland Avenue, West Covina
2	6	The Learning Garden	1515 N. Garvey Avenue, West Covina
2		Vine Elementary School	1901 E. Vine Avenue, West Covina
2	8	West Covina Education Center	2009 W. Garvey Avenue, West Covina
2		West Covina High School	1609 E. Cameron Avenue, West Covina
2		Workman Elementary School	1941 E. Workman Avenue, West Covina
3		Barranca Elementary School	727 S. Barranca Avenue, Covina
3		Ben Lomond Elementary School	621 E. Covina Blvd. , Covina
3		Lonehill Middle School	700 S. Lonehill Avenue, Covina
3		Mesa Elementary School	409 S. Barranca Avenue, Covina
3		San Dimas High School	800 W. Covina Blvd., San Dimas
3		Sierra Vista Middle School	777 E. Puente Avenue, Covina
3		South Hills High School	645 S. Barranca Avenue, Covina
3	16	West Covina Hills Adventist Church and School	3536 E. Temple Way, Covina
3	14	Cal Poly Pomona	3801 West Temple Avenue, Pomona
3	20	Private School	2013 West Garvey Avenue, West Covina
Libraries			

TABLE 3.12-1
PUBLIC SERVICES FACILITIES IN THE I-10 PROJECT STUDY AREA

SEGMENT	MAP #	NAME	ADDRESS
Library			
2	22	West Covina Public Library	1601 West Covina Parkway, West Covina
Medical Facilities			
1	5	Golden State Care Center	1758 Big Dalton Avenue, Baldwin Park
1	1	Kaiser Permanente	1511 N. Garvey Avenue, Baldwin Park
2	10	West Covina Doctors Hospital	725 S. Orange Avenue, West Covina
2	9	Medical Office	1647 W. Garvey Avenue, West Covina
3	17	Medical Building	1175 East Garvey Street, #205, Covina
3	21	Kaiser Foundation Hospital	13250 Dalewood Street, Baldwin Park
3	18	Medical Building	126 South Glendora Avenue, West Covina
3	19	Medical Building	1511 West Garvey Avenue, West Covina
Parks			
1	4	Roadside Park	Leorita Street/Dalewood Street, Baldwin Park
3	13	Parque Xalapa	E. Holt Avenue/ S. Park View Drive, Covina

Fire protection in the City is provided by the Los Angeles County Fire Department (LACFD). Station 29 (1434 East Los Angeles Street) serves the I-10 project study area and responds to calls in the City and on the north side of I-10. Station 87 (140 South 2nd Street in the City of Industry), serves areas in the City Baldwin Park south of I-10. Emergency services (ambulance and paramedics) in Baldwin Park and along I-10 are provided by a variety of providers.

City of West Covina. Law enforcement in West Covina is provided by the West Covina Police Department headquarters (1444 West Garvey Avenue). The CHP Baldwin Park Station is responsible for law enforcement on I-10 in West Covina.

Fire protection in the City is provided by the West Covina Fire Department. Stations 1 (819 South Sunset Avenue), 2 (2441 East Cortez Avenue) and 3 (1433 West Puente Avenue) respond to incidents in the vicinity of and along the I-10. Emergency services in the West Covina are provided by the Fire Department.

City of Covina. There are no City of Covina Police Department facilities in the vicinity of I-10. The nearest Police Department facility is at 444 North Citrus Street. The Baldwin Park Station of the CHP is responsible for law enforcement on I-10 in the City of Covina.

Fire protection in Covina is provided by the LACFD. Stations 152 (807 West Cypress Street, 153 (1577 East Cypress Street) and 154 (401 North Second Avenue) serve the I-10 project study area and respond to calls in the City and I-10. Emergency medical services are provided by individual providers in the City of Covina.

City of San Dimas. Law enforcement in San Dimas is provided by the Los Angeles County Sheriff's Department (LACSD, 122 North San Dimas Avenue). The CHP Baldwin Park Station is responsible for law enforcement on I-10 in San Dimas.

Fire protection is provided by the LACFD. Stations 64 (164 South Walnut Avenue) and 141 (1124 West Puente Avenue) respond to calls in the City including the area in the vicinity of and along I-10. Emergency services in San Dimas are provided by a variety of providers.

Los Angeles County. Law enforcement in unincorporated County in the vicinity of I-10 is provided by the LACSD Walnut Station (21695 East Valley Boulevard). The CHP Baldwin Park Station is responsible for law enforcement on I-10 in unincorporated Los Angeles County.

Fire protection in unincorporated Los Angeles County is provided by the LACFD. Station 185 (925 East Lexington Avenue) serves the I-10 project study area and responds to calls in this part of unincorporated Los Angeles County and on I-10. Emergency services are provided by the LACFD and private providers.

3.12.1.2 Refuse Collection and Disposal

A number of landfills currently serve solid waste disposal needs in the I-10 project study area. These landfills are in Orange and Los Angeles Counties and include but are not limited to Azusa Land Reclamation Company Landfill in the City of Azusa, Frank R. Bowerman Sanitary Landfill in central Orange County, Olinda Alpha Sanitary Landfill in north Orange County and Puente Hills Landfill #6 in the City of Whittier.

City of Baldwin Park. Solid waste services in Baldwin Park are provided by Waste Management Company.

City of West Covina. Solid waste services in West Covina are provided by Athens Services Company.

City of Covina. Solid waste services in Covina are provided by Covina Disposal Company.

City of San Dimas. Solid waste services in San Dimas are provided by Waste Management of Pomona Valley.

Los Angeles County. Solid waste services in the unincorporated communities north and south of the I-10 project study area are provided by Waste Management of Pomona Valley.

3.12.2 COMMUNITY FACILITIES

Community facilities in the I-10 project study area include schools, libraries, parks, recreation facilities, hospitals and community services facilities. The community facilities in the vicinity of Segments 1, 2 and 3 are described in the following sections. Most of these community facilities are shown on Figure 3.12-2 and are listed in Table 3.12-1.

3.12.1.1 Schools

City of Baldwin Park. Baldwin Park Unified School District operates three elementary schools, one junior high school and one senior high school with school boundary areas in the I-10 project

study area. These are Foster, Tracy and De Anza Elementary Schools (13900 Foster Avenue, 13350 Tracy Avenue and 12820 East Bess Avenue, respectively), Sierra Vista Junior High (13400 Foster Avenue) and Sierra Vista Senior High School (3600 Frazier Avenue).

There are a number of daycare/pre-school and learning centers in the City of Baldwin Park in the I-10 project study area. Table 3.12-1 lists these facilities.

City of West Covina. The Covina-Valley Unified School District (CVUSD) and West Covina Unified School District (WCUSD) provide school facilities and services in West Covina in the vicinity of I-10. These are Monte Vista Elementary (1615 East Eldred Avenue), Vine Elementary (1901 East Vine Avenue), Edgewood Middle (1625 West Durness Street), Hollencrest Middle (2101 East Merced Avenue) and West Covina High (1609 East Cameron Avenue). Monte Vista and Vine Elementary Schools and Hollencrest Middle School serve students who live in West Covina north of I-10. Edgewood serves students who live south of I-10. The High School serves students from both sides of I-10.

The following additional schools, daycare and pre-school facilities are located in the I-10 project study area in the City of West Covina:

Learning Garden Montessori School at 2133 West Garvey Avenue North. (Pre-School).
North-West College at 2121 West Garvey Avenue North. (Trade School).
West Covina Education Center at 2009 West Garvey Avenue. (Day Care)
Little Red School House at 2451 East Garvey Avenue North. (Pre-School)
Vincent Children's Center at 1024 West Workman Avenue. (Pre-School)

City of Covina. The CVUSD provides public education services and facilities in Covina. The CVISD operates three elementary schools serving the I-10 project study area: Ben Lomond (621 East Covina Boulevard), Barranca (727 South Barranca Avenue) and Mesa (409 South Barranca Avenue). Sierra Vista Middle School (777 East Puente Avenue) and South Hills High School (645 South Barranca Avenue) also serve the City in the vicinity of I-10.

Students in the east part of the I-10 project study area in the City attend the following CVUSD schools: Workman Elementary (1941 East Workman Avenue), Rowland Avenue Elementary (1355 East Rowland Avenue), Traweek Middle (1941 East Rowland Avenue) and Covina High (463 South Hollenbeck Avenue).

Los Angeles County. CVUSD provides public education services in the unincorporated areas in the vicinity of I-10. Refer to the discussion provided earlier for a description of the CVUSD school facilities in the I-10 project study area.

City of San Dimas. Bonita Unified School District operates the following schools that serve the I-10 project study area: Gladstone Elementary (1314 Gladstone Avenue), Lonehill Middle (700 South Lonehill Avenue) and San Dimas High (800 West Covina Boulevard) There are no daycare or pre-school facilities in the I-10 project study area in the City of San Dimas.

3.12.1.4 Public Libraries

West Covina Library (1601 West Covina Parkway) is the East Regional County Library for the Los Angeles County Public Library system. The Library has adult and juvenile materials in a number of languages and is also a selective government depository for federal, state and environmental documents.

3.12.1.5 Parks and Recreation Facilities

City of Baldwin Park. Roadside Park (Bess Avenue and Dalewood Street) is operated by the City of Baldwin Park Recreation and Parks Department. This approximately 0.4 hectare (1 acre) park is a passive recreational facility with picnic tables. The land occupied by this Park is owned by the Department and is leased to the City.

City of West Covina. There are no City owned or operated parks in the I-10 project study area.

City of Covina. Parque Xalapa (Village Oaks Drive and Holt Avenue) is a public park owned and operated by the City of Covina Parks and Recreation Department. This 0.81 hectare (2 acre) park is a passive recreational facility with a barbecue pit, picnic tables and play equipment. This Park is approximately 15.24 meters (50 feet) from the existing right-of-way for I-10.

City of San Dimas. There are no City owned or operated parks in the I-10 project study area.

Los Angeles County. There are no County owned or operated parks in the I-10 project study area.

3.12.1.6 Hospitals

There are a number of hospitals and medical centers in the I-10 project study area, which provide emergency and inpatient services, medical offices, outpatient primary care services, and support services, such as pharmacies and laboratories. These facilities are listed in Table 3.12-1.

3.12.3 PUBLIC UTILITIES

Public utilities in the I-10 project study area are listed in Table 3.12-2.

TABLE 3.12-2
PUBLIC UTILITIES IN THE I-10 PROJECT STUDY AREA

Utility	Provider
City of Baldwin Park	
Sewer	Los Angeles County
Domestic water	County Valley, San Gabriel and Valley Mutual Water Districts
Natural gas	The Gas Company
Electricity	Southern California Edison (SCE)
Cable Television	Adelphia
City of West Covina	
Sewer	City and Los Angeles County
Domestic water	Suburban Water Company
Natural gas	The Gas Company
Electricity	SCE
Cable television	Charter Communications
City of Covina	
Sewer	City of West Covina (contract)
Domestic water	Suburban Water Company and Valencia Heights Water Company
Natural gas	The Gas Company
Electricity	SCE
Cable television	AT&T Broadband
City of San Dimas	
Sewer and domestic water	Southern California Water Company
Natural gas	The Gas Company
Electricity	SCE
Cable television	Adelphia
Unincorporated Los Angeles County	
Sewer	Los Angeles County
Domestic water	Southern California Water Company and Suburban Water Company
Natural gas	The Gas Company
Electricity	SCE
Cable television	Adelphia

3.13 CIRCULATION

3.13.1 FREEWAY NETWORK/OTHER HOV FACILITIES

3.13.1.1 I-10

I-10 is a major east-west connection through the San Gabriel Valley in eastern Los Angeles County, providing a critical link between the Los Angeles CBD and rapidly growing communities in east Los Angeles County and west San Bernardino and Riverside Counties. Parallel freeway facilities in the area include I-210 to the north and State Route 60 (SR 60) to the south, as described later in this section. I-10 currently provides four lanes in each direction between the I-605 Interchange and Barranca Avenue. Between Barranca Avenue and the SR 57/SR 71/I-210 Interchange, a climbing lane is provided in the eastbound direction only. Ramp meters, as part of a Transportation Management Plan improvement, are provided on nearly all the ramps in the project study area.

The 2001 Average Daily Traffic (ADT) ranged from 205,000 vehicles per day (vpd) on I-10 between at the I-605 Interchange to 258,000 vpd east of the SR 57/SR 71/I-210 Interchange. Recurrent congestion occurs in the morning peak hours in the westbound direction and in the evening peak hours in the eastbound direction. The majority of Segments 1 and 2 operated at LOS E or better in the AM and PM peak hours in 2001, although a few locations operated at LOS F0. Segment 3 operated at LOS F2 or F3 in 2001. The majority of the project study area currently operates at capacity in the morning and evening peak hours. In addition, the terrain on the east end of the project section, from east of Grand Avenue to the SR 57/SR 71/I-210 Interchange, is hilly, with grades up to 5.5 percent. These grades cause vehicles to queue behind slow moving traffic.

There is an existing HOV facility, the El Monte Busway, on I-10 between downtown Los Angeles and I-605, just west of the project study area. This 18.9 kilometer (11.78 mile) long facility is available to buses and HOV vehicles with three or more persons.

3.13.1.2 Other Area Freeways

Interstate Route 605. I-605, a north-south freeway, which intersects I-10 at the west end of the project section, extends from Interstate Route 405 in Long Beach north to its terminus at I-210 in the City of Irwindale. It serves a number of communities in east Los Angeles County and provides interchanges with all the east-west freeways in this part of Los Angeles County.

Interstate Route 210/State Route 57. I-210 is an east-west freeway, which connects with I-10 at the east end of the I-10 project study area. SR 57 is a north-south freeway which also connects with I-10 at the east end of the I-10 project study area. SR 57 extends from central Orange County north to I-10, where it transitions to I-210. I-210 extends north to Interstate Route 710 in the City of Pasadena.

State Route 60. SR 60 is an east-west freeway roughly parallel to, and south of, I-10. SR 60 extends from downtown Los Angeles east to Riverside County and provides interchanges with the majority of the north-south freeways in east Los Angeles, west San Bernardino and Riverside Counties.

State Route 71. SR 71, a north-south freeway, intersects I-10 at the SR 57/I-210 Interchange. It extends from this Interchange southeast to its terminus with State Route 91 in San Bernardino County.

3.13.2 TRANSIT SERVICES

Local and express bus transit services are currently in the I-10 project study area by MTA (4 commuter routes in the I-10 project study area), Foothill Transit (12 commuter routes in the I-10 project study area) and Access Services (paratransit services for patrons unable to use the fixed route bus system). Many of these bus routes offer commuter service to the Los Angeles CBD from areas to the east and many serve the park-and-ride facilities and transit centers in this part of Los Angeles and San Bernardino Counties.

3.13.3 PARK-AND-RIDE FACILITIES

Park-and-ride facilities are provided throughout Southern California, including 15 facilities in a broad area north and south of I-10, extending from I-605 east to Pomona. Foothill Transit is pursuing additional park-and-ride facilities in this corridor, including a possible facility in the vicinity of Citrus Street and San Bernardino Road at the Covina Transit Plaza.

3.13.4 RAIL FACILITIES

Metrolink commuter rail services are provided by the MTA in the I-10 project study area on the San Bernardino to Los Angeles (Union Station) line, which is approximately 3.2 kilometers (2 miles) north of, and roughly parallel to the I-10 project study area. Metrolink stations in the I-10 corridor serving the project study area are located in the Cities of El Monte, Baldwin Park, Covina, Pomona and Claremont.

3.14 CULTURAL RESOURCES

3.14.1 OVERVIEW

Cultural Resources in the I-10 project study area were identified based on literature reviews, records checks and field surveys conducted by qualified architectural historians and archaeologists as described in detail in the technical reports listed in Section 4.0.

The Area of Potential Effects (APE) is defined as that part of a project area that could experience direct and/or indirect effects on cultural resources due to the destruction or alteration of the resources or isolation of the resources from the surrounding environment when that environment contributes to the historic character of the resource.

3.14.2 ARCHEOLOGICAL RESOURCES

No recorded prehistoric or historic sites were identified within the APE. The current environment in the I-10 project study area is largely paved although there are small sections of unpaved land on parcels anticipated to be acquired for the proposed I-10 HOV lane project. All open areas were surveyed on foot and no archeological material was observed. A windshield survey was also conducted.

3.14.3 HISTORIC RESOURCES

A total of 442 properties were evaluated in the Historic Architectural Survey Report. Of these, 368 were improved with structures. Five properties contained only temporary structures, 14 were previously evaluated and 188 were constructed after 1956. A total of 161 properties were formally evaluated for eligibility for the National Register of Historic Places (NRHP). None of these newly evaluated structures were found to be eligible for the NRHP.

One property, the main residence of the former W.K. Kellogg Arabian Horse Ranch in Pomona was previously determined eligible for inclusion on the NRHP. This property, partially within

the Segment 3 APE, was the main residence complex of the W. K. Kellogg Arabian Horse Ranch, at the Cal Poly Pomona. The eligible portion of this property is limited to the area bounded by the main residence, guest cottage and gardens, the residence gates, palm canyon, the small garage and the Covina or northwestern gate posts. The main house is a Spanish Colonial Revival style residence designed by Myron Hunt of Hunt and Chambers and constructed in 1926 for Mr. and Mrs. Will Keith Kellogg. Mr. Kellogg, of Battle Creek, Michigan, was the co-inventor of corn flakes and the president of the Kellogg Cereal Company.

The main gate to the site is no longer used, as the construction of I-10 in the 1960s removed Holt-Garvey Avenue which provided access to this part of the site. The ranch house and other buildings are fully enclosed within the college campus and many of these structures are currently used for college functions.

This property was determined to be eligible for the NRHP based on:

- Criterion B for its association with W.K. Kellogg, the co-inventor of corn flakes and self proclaimed protector of the Arabian horses bred in the United States.

- Criterion C for its extraordinary architecture and landscape design qualities.

3.14.4 SHPO CONCURRENCE

The State Historic Preservation Office (SHPO) concurred with the eligibility finding for the W.K. Kellogg Arabian Horse Ranch as documented in the letter from the SHPO dated March 13, 1995. The SHPO further concurred that no additional structures, identified in the Supplemental Historic Property Survey Report, were eligible for inclusion on the NRHP in a letter from SHPO dated September 6, 2002. The SHPO letters are provided in Appendix B.

SECTION 4.0

ENVIRONMENTAL EVALUATION

Section 4.0

ENVIRONMENTAL EVALUATION

4.1 ENVIRONMENTAL EVALUATION

The environmental significance checklist provided on Table 4.1-1 at the end of this Section was used to focus the environmental evaluation for the proposed Interstate 10 (I-10) High Occupancy Vehicle (HOV) lanes project on any physical, social, economic or biological factors that may be affected by the proposed project. In many cases, available background information and existing technical studies indicated that the proposed project would not result in impacts in particular topical areas. A "no" answer in the first column of the checklist documents the determination that there are no impacts expected for this parameter. A "yes" answer in the first column is followed by a response in the second column as to whether an expected impact is significant or not. Further discussion of each checklist item is provided in Section 5.0 (Discussion of the Environmental Evaluation).

4.2 TECHNICAL REPORTS

The following technical studies are incorporated in this Environmental Document (ED) by reference and are available for review from Ron Kosinski, Deputy District Director, California Department of Transportation (the Department) District 7, Division of Environmental Planning, 120 South Spring Street, Los Angeles, California. The information in these technical reports relevant to the evaluation of the proposed I-10 HOV lanes project is included in this ED.

GEOTECHNICAL

Geotechnical Investigation LA-10 PM 31.2 to PM 42.4 (the Department, District 7, September 15, 2000; Segments 1A, 2 and 3).

Geotechnical Investigation of the LA-10 HOV Project 1, LA-10 PM 28.0 to PM 42.4, Los Angeles County (the Department, District 7, 1993; Segments 1A, 2 and 3).

WATER RESOURCES

Water Quality Report for I-10 HOV PM 07 28.0/48.3 and PM 08 0.0/9.9 (the Department, District 7, no date, Segments 1A, 2 and 3*)*.

Improvements to Interstate 10 Construction of High Occupancy Vehicle (HOV) Lanes Between Puente Avenue and Citrus Avenue in the Cities of Baldwin Park and West Covina 07-LA-10-33.4/37.5 Water Quality Report (Prepared by PBQ&D for the Department, District 7, August 1993, Segment 2).

Location Hydraulic Study (the Department, District 7, January 15, 1994, Segment 1A).

Improvements to Interstate 10 Construction of High Occupancy Vehicle (HOV) Lanes Between Puente Avenue and Citrus Avenue 07-LA-10-33.4/37.5 Floodplain Evaluation and Location Hydraulic Study (Prepared by PBQ&D for the Department, District 7, January 1994, Segment 2).

I-10 High Occupancy Vehicle Lanes Project 07H003 Segment 3 (07-LA-10 37.5 to 42.4) Water Quality and Floodplains Technical Report (Prepared by P&D Technologies for the Department, District 7, January 1995, Segment 3).

AIR QUALITY AND NOISE

Final Traffic Noise Impact Report Route 10 (San Bernardino Freeway) HOV Project Route 605 to Route 10/57/210/71 Freeway Interchange (Prepared by PBQ&D for the Department, District 7, October 25, 2001, Segments 1A, 2 and 3).

Physical Environment Report for the Proposed HOV Widening of the San Bernardino Freeway (Route 10) Between Route 605 Freeway and Routes 57/71/210 Freeway in Los Angeles County (the Department, District 7, May 2001, Segments 1A, 2 and 3).

Physical Environment Report Route 10 Project (the Department, District 7, September 1993, Segments 1A, 2 and 3).

RELOCATION

Draft Relocation Impact Report Addition of High Occupancy Vehicle Lanes in Each Direction on the San Bernardino Freeway (Interstate 10) from Interstate 605 to State Routes 57, 71 and Interstate 210 (the Department, District 7, May 2002).

BIOLOGICAL RESOURCES

NESR Revaluation (the Department, District 7, September 8, 2000, Segments 1A, 2 and 3).

Biological Resources for I-10 HOV Widening (the Department, District 7, July 19, 1994, Segment 1A).

Natural Environment Study Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Puente and Citrus Avenues in Los Angeles County 07-LA-10-33.4/37.5 (Prepared by Myra L. Frank and Associates for the Department, District 7, January 1995; Segment 2).

I-10 High Occupancy Vehicle Lanes Project 07H003 Segment 3 Biological Resources Technical Report (Prepared by P&D Technologies for the Department, District 7, January 1995, Segment 3).

SOCIOECONOMICS, LAND USE, UTILITIES AND SERVICES

Socioeconomics, Land Use, Utilities and Services (P&D Consultants, Inc., July 2002, Segments 1A, 2 and 3).

TRAFFIC

Traffic Impact Analysis High Occupancy Vehicle (HOV) Lane Project on I-10 (San Bernardino Freeway) from 1-605 Interchange to SR 57/SR 71/I-210 Interchange (Hernandez, Kroone and Associates, July 2002, Segments 1, 2 and 3).

Non-Highway Transportation Technical Report High Occupancy Vehicle (HOV) Lane Project on I-10 (San Bernardino Freeway) from 1-605 Interchange to SR 57 (Hernandez, Kroone and Associates, July 2002, Segments 1, 2 and 3).

CULTURAL RESOURCES

Supplemental Historic Property Survey Report for the I-10 HOV Lane Between I-605 and the SR-57/SR-71/I-210 Interchanged in the Cities of Los Angeles, Baldwin Park, West Covina, Covina, San Dimas and Pomona in Los Angeles County, CA (the Department, District 7, May 2002, Segments 1, 2 and 3).

Negative Archaeological Survey Report 07-LA-10 KP 31.2/42.4 (the Department, District 7, September 28, 2001, Segments 1A, 2 and 3).

Historic Property Survey Report Minor Widening for I-10 HOV Lanes in Baldwin Park Los Angeles County (the Department, District 7, January 1994, Segment 1A).

Negative Archeological Survey Report Minor Widening for I-10 HOV Lanes in Baldwin Park, Los Angeles County (Prepared by Historical, Archeological Research Team for the Department, District 7, July 1994).

Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Puente Avenue and Citrus Avenue in Los Angeles County (Prepared by Myra L. Frank and Associates, Inc. for the Department, District 7, January 1995, Segment 2*).*

Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Citrus Avenue and Routes 57, 71 and 210 in Los Angeles County (Prepared by Myra L. Frank and Associates, Inc. for the Department, District 7, December 1994, Segment 3).

VISUAL RESOURCES

"Visual Impact Study Update for the Proposed Project to Add One High-Occupancy Vehicle Lane in Each Direction on Interstate Route 10 from Interstate Route 605 to State Route 57" (the Department, District 7, September 27, 2001, Segments 1A, 2 and 3).

Visual Impact Assessment 7-LA-10, PM 31.2-33.4 Non-Standard High Occupancy Vehicle Project (the Department, District 7, January 7, 1994, Segment 1A).

Improvements to Interstate 10 Construction of High Occupancy Vehicle (HOV) Lanes Between Puente Avenue and Citrus Avenue in the Cities of Baldwin Park and West Covina 07-LA-10-33.4/37.5 Visual Impact Assessment Report (Prepared by PBQ&D for the Department, District 7, August 1993, Segment 2).

I-10 High Occupancy Vehicle Lanes Project 07H003 Segment 3 (07-LA-10 37.5 to 42.4) Visual Impact Study (Prepared by P&D Technologies for the Department, District 7, January 1995, Segment 3).

HAZARDOUS MATERIALS

EA 117070 Initial Site Assessment Report, Route 10 from Route 605 to Puente Avenue, Los Angeles County, California Volumes 1 and 2 (Contract No. 43A00078, Task Order No. 07-117070-P0, EA-117070, prepared for the Department by Geocon Consultants, July 2002).

EA 117080 Initial Site Assessment Report, Route 10 (from Puente Avenue to Citrus Street), Los Angeles County, California Volumes 1 and 2 (Contract No. 43A00078, Task Order No. 07-117070-P0, EA-117080, prepared for the Department by Geocon Consultants, July 2002).

EA 119340 Initial Site Assessment Report, Route 10 (from Citrus Street to Route 57/71/210 Interchange), Los Angeles County, California Volumes 1 and 2 (Contract No. 43A00078, Task Order No. 07-117070-P0, EA-119340, prepared for the Department by Geocon Consultants, July 2002).

"Supplemental Environmental Studies for LA 10, KP 50.2/68.2 High Occupancy Vehicle Between Route 605 to Route 57/71/210 (the Department, District 7, January 2, 2001, Segments 1A, 2 and 3).

LA-10 Freeway PM 31.1/33.4, Task Order No. 07-119351-01, Site Investigation Report (Prepared by Geocon Environmental Consultants for the Department, District 7, May 1, 1995, Segment 1A).

"Initial Site Assessment Hazardous Waste Sites" (the Department, District 7, May 2, 1989, Segments 1A and 2).

Hazardous Waste Site Investigation, HOV/Soundwall/Retaining Wall Projects, 07-LA-10 PM 33.4/37.5 (Prepared by Environmental Assessors, Inc. for the Department, District 7, November 1, 1994, Segment 2*).*

Report on Supplementary Chemical Analysis for Lead for LA-10 PM 33.3/37.5 (Prepared by Holguin, Fahan & Associates, Inc. for the Department, District 7, June 8, 1995, Segment 2).

Hazardous Waste Site Investigation, I-10 P.M. 37.5/42.4, City of West Covina, Los Angeles County (Prepared by Environmental Assessors, Inc. for the Department, District 7, April 22, 1994, Segment 3).

Report on Supplementary Chemical Analysis for Lead for LA-10 PM 37.5/42.4 (Prepared by Holguin, Fahan & Associates, Inc. for the Department, District 7, June 8, 1995, Segment 3).

"Request for ISA for I-10 Projects" (the Department, District 7, March 1, 1993, Segments 1A, 2 and 3).

"Hazardous Waste Clearance: HOV Project, 7-LA-10, PM 37.5/42.2" (the Department, District 7, May 5, 1994, Segment 3).

4.3 PROJECT REPORTS

Draft Project Report on Route 10 Eastbound and Westbound in Los Angeles County from Route 605 to 0.21 km West of Puente Avenue (the Department, June 2002).

Draft Project Report on Route 10 (San Bernardino Freeway) from Puente Avenue in the City of Baldwin Park to Citrus Street in the City of West Covina (the Department, May 2002).

Draft Project Report on 10 (San Bernardino Freeway) from Citrus Avenue KP 60.3 to Route 57, 71 and 210 Interchange KP 68.2 (Tetra Tech, Inc., May 2002, Segment 3).

TABLE 4.1-1
I-10 HOV LANES
ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Discussion regarding each response is provided in Section 5.0. (Discussion of the Environmental Evaluation).

		YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFI-CANT AFTER MITIGATION?
PHYSICAL - Will the proposal (either directly or indirectly):			
1.	**Appreciably change the topography or ground surface relief features?**	No	
2.	**Destroy, cover or modify any unique geologic or physical features?**	No	
3.	**Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state?**	No	
4.	**Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?**	No	
5.	**Result in or be affected by soil erosion or siltation (whether by water or wind)?**	No	
6.	**Result in the increased use of fuel or energy in large amounts or in a wasteful manner?**	No	
7.	**Result in an increase in the rate of use of any natural resource?**	No	
8.	**Result in the substantial depletion of any nonrenewable resource?**	No	
9.	**Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter controls?**	No	
10.	**Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?**	No	
11.	**Encroach on a floodplain or result in or be affected by floodwaters or tidal waves?**	No	
12.	**Adversely affect the quantity or quality of surface water, groundwater or public water supply?**	No	
13.	**Result in the use of water in large amount or in a wasteful manner?**	No	
14.	**Affect wetlands or riparian vegetation?**	No	
15.	**Violate or be inconsistent with federal, state or local water quality standards?**	No	
16.	**Result in changes in air movement, moisture or temperature, or any climatic conditions?**	No	
17.	**Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?**	No	
18.	**Result in the creation of objectionable odors?**	No	
19.	**Violate or be inconsistent with any federal, state or local air standards or control plans?**	No	

TABLE 4.1-1
I-10 HOV LANES
ENVIRONMENTAL SIGNIFICANCE CHECKLIST

		YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFI-CANT AFTER MITIGATION
20.	**Result in an increase in noise levels or vibration for adjoining areas?**	Yes	No
21.	**Result in any federal, state or local noise criteria being equaled or exceeded?**	No	
22.	**Produce new light, glare or shadows?**	No	
BIOLOGICAL - Will the proposal (either directly or indirectly):			
23.	**Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?**	Yes	No
24.	**Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?**	No	
25.	**Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?**	No	
26.	**Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?**	No	
27.	**Removal or deterioration of existing fish or wildlife habitat?**	No	
28.	**Change in the diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?**	No	
29.	**Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?**	No	
30.	**Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?**	No	
31.	**Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?**	No	
SOCIAL AND ECONOMIC - Will the proposal (either directly or indirectly):			
32.	**Cause disruption of orderly planned development?**	Yes	No
33.	**Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?**	Yes	No
34.	**Be inconsistent with a Coastal Zone Management Plan?**	No	
35.	**Affect the location, distribution, density, or growth rate of the human population of an area?**	Yes	No
36.	**Affect lifestyles, or neighborhood character or stability?**	Yes	No
37.	**Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?**	Yes	No
38.	**Divide or disrupt an established community?**	Yes	No
39.	**Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?**	Yes	No
40.	**Affect employment, industry or commerce, or require the displacement of businesses or farms?**	Yes	No
41.	**Affect property values or the local tax base?**	No	

TABLE 4.1-1
I-10 HOV LANES
ENVIRONMENTAL SIGNIFICANCE CHECKLIST

		YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFI-CANT AFTER MITIGATION
42.	**Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?**	Yes	No
43.	**Affect public utilities, or police, fire, emergency or other public services?**	Yes	No
44.	**Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and or goods?**	No	
45.	**Generate additional traffic?**	No	
46.	**Affect or be affected by existing parking facilities or result in demand for new parking?**	Yes	No
47.	**Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**	No	
48.	**Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect overall public safety?**	No	
49.	**Result in alterations to waterborne, rail or air traffic?**	No	
50.	**Support large commercial or residential development?**	No	
51.	**Affect a significant archaeological or historic site, structure, object, or building?**	No	
52.	**Affect wild or scenic rivers or natural landmarks?**	No	
53.	**Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?**	No	
54.	**Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?**	Yes	No
55.	**Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge?**	Yes	No
MANDATORY FINDINGS OF SIGNIFICANCE			
56.	**Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?**	No	
57.	**Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)**	No	

TABLE 4.1-1
I-10 HOV LANES
ENVIRONMENTAL SIGNIFICANCE CHECKLIST

		YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFI-CANT AFTER MITIGATION
58.	**Does the project have environmental effects, which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with other projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable.**	No	
59.	**Does this project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**	No	

SECTION 5.0

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

SECTION 5.0
ENVIRONMENTAL CONSEQUENCES

This Section provides discussion for the answers to the questions in the Environmental Significance Checklist in Section 4.0 (Environmental Evaluation). The numbered questions may be out of order, or grouped together, in this discussion to keep similar topics together.

5.1 PHYSICAL. *Will the proposal (either directly or indirectly):*

1. Appreciable change the topography or ground surface relief features?

Less than significant impact. The Segments 1 and 2 project study areas for the proposed Interstate 10 (I-10) High Occupancy Vehicle (HOV) land project are basically flat with little topographic relief. The proposed project would not alter any topographic or ground surface relief features in Segments 1 and 2. Therefore, the widening of Segments 1 and 2 for the proposed I-10 HOV lane project would not result in adverse impacts related to topography.

The topography along Segment 3 west of Grand Avenue is similar to the topography along Segments 1 and 2, as this area is relatively flat with little topographic relief. East of Grand Avenue, the alignment slopes uphill to the Kellogg Hill area. This hilly area is part of the San Jose Hills complex, which forms a natural physical boundary between the San Gabriel Valley to the west and the San Bernardino Valley to the east. The proposed I-10 HOV lane project on Segment 3 would include retaining and soundwalls and minor right-of-way acquisition in this area. These impacts would not substantially alter the existing topography along I-10 because the topography was previously altered for the construction of the original I-10 alignment and other urban uses in the area. Therefore, the impacts of the proposed I-10 HOV lane project on the existing topography along Segment 3 in the Kellogg Hill area would be minimal.

Measures to Minimize Harm Related to Topography

Although no mitigation is required, the following measures have been incorporated in Segment 3 to reduce the potential impacts of the proposed I-10 HOV lane project on topography:

- The grading plans for Segment 3 will include provisions to ensure that graded areas will be compatible with, and reflect, the landform character of the existing surroundings, consistent with the need for retaining walls along parts of Segment 3.

- Slopes along Segment 3 affected by construction of the proposed I-10 HOV lane project will be recontoured to a 1:2 slope, or as determined appropriate through geotechnical investigation, to provide a smooth and gradual transition between the modified topography and existing grade, and to minimize the appearance of manufactured grading. Use of crib-type retaining walls in place of slopes will be minimized, except where necessary to provide greater slope stability. The top and toe of slope edges will be rounded to reduce the angular effects of manufactured grading. These design features will be incorporated in Segment 3, as feasible, to stay within the I-10 right-of-way limits.

2. Destroy, cover or modify any unique geologic or physical features?

No impact. Based on review of General Plans for the jurisdictions through which I-10 passes and field review, there are no unique geologic or physical features in the disturbance limits for the proposed I-10 HOV lane project. Therefore, the proposed project would not result in adverse impacts related to geologic or physical features. No mitigation is required.

3. Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site that would be of value to the region and the residents of the state?

No impact. Based on review of General Plans for the jurisdictions through which I-10 passes, there are no known natural mineral resources or locally important mineral resource recovery sites in the I-10 project study area. Therefore, the proposed I-10 HOV lane project would not result in adverse impacts related to mineral resources. No mitigation is required.

4. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?

Potentially significant impact. The I-10 project study area is in a seismically active area potentially influenced by several known active faults. No known faults currently cross the alignments of Segments 1 and 2. The San Jose Fault crosses the eastern terminus of Segment 3, in the vicinity of the State Route 57 (SR 57)/SR 71/Interstate Route 210 (I-210) Interchange.

Potential seismic effects that could impact the proposed I-10 HOV lane project include groundshaking, liquefaction, seismic settlement and slope failure. Groundshaking during an earthquake is considered the primary cause of potential structural damage to I-10 and the proposed HOV lane project. The potential impacts associated with groundshaking will vary greatly, depending on the fault on which the earthquake occurs, the distance of the earthquake epicenter from I-10, and the magnitude and the duration of the earthquake episode.

Kellogg Hill has historically experienced landslides and soil problems, mostly associated with the northerly slope, related to slope instability, settlement and groundwater. The lateral spread of the Kellogg Hill slide has not been clearly defined. Data indicate the northerly slope is still moving along a main slippage line which developed before 1941, starting approximately 122 meters (400 feet) left of the I-10 centerline and is now near the centerline. A multitude of secondary slippage lines have developed within the main slide. There is potential for global failure of this entire road section. There are reports of 15.2 to 30.5 centimeters (6 to 12 inches) of settlement and 5.1 to 7.6 centimeters (2 to 3 inches) of lateral movement behind the existing crib wall in the eastbound lanes. Distortion to the guardrail on top of the existing crib wall and bulging of the wall face were observed during subsurface investigations in May 1993.

Liquefaction occurs when loose soils lose their shear strength and behave as a liquid when subjected to strong, sustained ground shaking during an earthquake. Based on a 1985 regional study by the United States Geological Survey (USGS), the relative susceptibility of the I-10 project study area to liquefaction is considered to be low to very low. Therefore, the proposed I-

10 HOV lane project would not be impacted by liquefaction during an earthquake. No mitigation is required.

Seismic settlement occurs when strong groundshaking allows sediment particles to become more tightly spaced, thereby reducing existing pore space. The soils in the project study area are not particularly susceptible to settlement. Standard California Department of Transportation (the Department) final design and construction techniques include measures to address soil stabilization and minimize the potential for settlement to a less than significant level. No mitigation is required.

Measures to Minimize Harm Related to Geotechnical Hazards

Because the proposed I-10 HOV lane project may result in I-10 accommodating more people, an increased number of people would be subject to seismic hazards in the area. The proposed I-10 HOV lane project would be designed and constructed consistent with the Department's guidelines, specifications, applicable building codes and design criteria, which provide state of the art seismic construction for Seismic Zone A structures. These measures may include the use of hinge retainers to hold superstructure elements together during extreme motion; the use of heavy keys to limit movement between the superstructure and abutment; and/or the use of increased reinforcement in column sections to assure effective confinement of concrete allowing large movements to occur without collapse.

5. Result in or be affected by soil erosion or siltation (whether by water or wind)?

No impact. The Caltrans Highway Design Manual requires the design of modified highways to direct storm and landscaping runoff to storm drains and to avoid unnecessary flow of water over unpaved and non-landscaped areas. Therefore, the proposed I-10 HOV lane project would not result in impacts related to erosion. No mitigation is required.

6. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?

No impact. Because the proposed I-10 HOV lane project is intended to improve operations on this segment of I-10, vehicles are anticipated to achieve greater efficiency and use less fuel than without the project. The proposed project is forecast to result in a decrease of 3,028 liters (800 gallons) of fuel consumed per day due to reduced congestion and higher travel speeds. Therefore, the operation of the HOV lanes will not result in an increase in the use of natural resources. No mitigation is required.

7. Result in an increase in the rate of use of any natural resource?

No impact. Based on review of General Plans for the local jurisdictions in the project study area, there are no natural resources in or immediately adjacent to the project limits. As noted in response to question 6, the proposed I-10 HOV lane project would result in a minor decrease in the use of vehicle fuel and, therefore, would not result in adverse impacts related to natural resources. No mitigation is required.

8. Result in the substantial depletion of any nonrenewable resource?

No impact. Operation of the proposed I-10 HOV lane project would result in a minor decrease in the use of vehicle fuel as noted in response to question 6. Therefore, the proposed project would not result in the substantial depletion of nonrenewable resources. No mitigation is required.

9. Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter controls?

Construction introduces slight potential to uncover previously unknown hazardous materials or underground storage tanks (USTs). The Department's standard construction procedures would substantially reduce the potential impacts of hazardous materials and USTs discovered or disturbed during construction on construction workers and the public. Mitigation provided later in this Section would reduce this potential construction impact to below a level of significant.

The proposed I-10 HOV lane project would require the acquisition of right-of-way which may have been contaminated with hazardous materials based on existing and/or past uses and which could be disturbed during construction. Required remediation of existing hazardous materials contamination would be addressed during the property acquisition phase and would be conducted consistent with all existing federal, state and local regulations.

Soil contaminated with aerially deposited lead will be removed and disposed of, in concurrence with the variance issued to the Department by the California Department of Toxic Substances Control (DTSC, effective date September 22, 2000). This material may be reused for embankment fill, retaining wall backfill and/or excavation of clean soils and backfilling, and capped with an appropriate amount of clean fill material. Specifically, DTSC granted the Department a variance in 1995 to allow for the use of some lead contaminated soils for fill and backfill during construction of freeway improvements, provided that the Department's handling and use of those soils are consistent with the conditions, limitation and requirements described in that variance. A copy of that variance is available for review at the Department's District 7 office. It is anticipated that all of the lead contaminated soil in the I-10 project study area would be used during the construction of the proposed project. Although there is not expected to be the need to remove and dispose of any lead contaminated soil off site during construction, any excess contaminated soil would be disposed of consistent with all applicable federal, state and local regulations. Therefore, the proposed project would not result in significant adverse impacts related to lead contaminated soil.

There is potential for the generation of asbestos containing waste associated with the demolition and removal of existing bridges and structures on I-10 and of older structures on right-of-way acquired for the proposed I-10 HOV lane project. Pre-demolition asbestos sampling and notification are included as part of the proposed project, consistent with the requirements of the South Coast Air Quality Management District (AQMD). Compliance with existing regulations would reduce the potential for release of asbestos during construction of the proposed I-10 HOV lane project to a level below significant.

The existing yellow thermoplastic and yellow painted traffic stripes on I-10 may contain lead and/or chromium. Removed thermoplastic and yellow paint will be disposed of at an appropriate site, in accordance with local, state and federal laws. This will reduce the potential for adverse impacts associated with any potential lead and chromium containing stripes to a level below significant.

The Department has existing programs for sweeping shoulder areas and for manual collection of litter along freeways. Department landscaping includes the collection of litter, grass clippings and trimmings from bushes, shrubs and trees. The Department conducts all litter collection and deposition consistent with federal, state and local standards and requirements. These procedures would also apply to the proposed I-10 HOV lane project. No mitigation is required.

Measures to Minimize Harm Related to Hazardous Materials

The following measures have been incorporated in the proposed I-10 HOV lane project to reduce potential impacts related to hazardous materials and wastes:

- If unknown wastes or underground storage tanks are discovered during construction which the construction contractor believes may involve hazardous materials, he/she will (1) immediately stop work in the vicinity of the suspected contamination, remove workers and the public from the area; (2) notify the Department's Resident Engineer; and (3) secure the area as directed by the Department's Resident Engineer. The Department's Plans and Procedures for Hazardous Wastes and Materials, the Construction Hazardous Materials Response Plan and the Construction Underground Tank Contingency Plan, as appropriate, will be implemented by the Department and the construction contractors.

- Prior to the start of construction, the Department will conduct a Site Assessment (SA) for all sites in the proposed right-of-way identified as having the potential for hazardous waste. The Site Assessment will consist of drilling, testing and suggested mitigation. If the tested sites are found to contain hazardous waste, the Department will include the appropriate mitigation in construction contract and specifications.

10. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?

Less than significant impact. The proposed project in Segment 1 would not impact water bodies because there are no natural watercourses or water bodies along Segment 1. Big Dalton Wash, a rectangular concrete channel, crosses Segment 1 west of Francisquito Avenue. No mitigation is required.

Walnut Creek crosses Segment 2 and Walnut Creek and Charter Oak Wash cross Segment 3 in reinforced concrete box (RCB) culverts. An unnamed drainage crosses Segment 3 west of Forest Lawn Cemetery (a privately owned cemetery) in an earth-lined channel. Because no work would occur within these watercourses, the proposed I-10 HOV lane project would not result in adverse impacts related to changes in water bodies. No mitigation is required.

A small concrete lined drainage channel parallel to eastbound I-10 west of Kellogg Drive will be realigned. Permits will be required from the Army Corps of Engineers (Clean Water Act Section 404 permit), Regional Water Quality Control Board (Clean Water Act Section 401 permit) and California Department of Fish and Game (Section 1601 Streambed Alteration Agreement). This unnamed concrete drainage channel will be replaced in kind, using Best Management Practices for water quality and in conjunction with the desires of the applicable permitting agencies. All conditions of the permit will be made part of this project, and will be implemented to guarantee there is no significant impacts to water bodies.

11. Encroach on a floodplain or result in or be affected by floodwaters or tidal waves?

Less than significant impact. Based on review of National Flood Insurance Program (NFIP) maps, the proposed I-10 HOV lane project on Segment 1 would not encroach into any base floodplains and would be entirely in areas classified by the Federal Emergency Management Agency (FEMA) as Zone C (areas of minimal flood hazard). No mitigation is required.

Segment 2 is not in a defined FEMA regulatory floodplain and is considered by FEMA to be Zone C. Based on the Location Hydraulic Study, the proposed I-10 HOV lane project on Segment 2 was determined to be a Low Risk Project. Walnut Creek was designed to convey flows of 252 cubic meters (9,000 cubic feet) per second and has historically accommodated peak runoff flows. In the Segment 2 Floodplain Evaluation and Location Hydraulic Study (January 1994) and Water Quality Report (January 1994), the Los Angeles County Department of Public Works (LACDPW) indicated no flooding problems are experienced on this segment of I-10. The design of the proposed I-10 HOV lane project would be coordinated with the LACDPW and the Public Works Departments of the local jurisdictions regarding drainage crossings and storm water facilities. There would be no impacts to floodplain values in Segment 2. No mitigation is required.

Based on the Floodplain Hydraulic Study (January 1993), Segment 3 is not in a floodplain defined by FEMA and the adjacent local jurisdictions, and has been classified by FEMA as Zone C. Therefore, the proposed I-10 HOV lane project on Segment 3 would not result in adverse impacts related to floodplains or floodplain values. No mitigation is required.

Measures to Minimize Harm Related to Floodplains and Flooding

Although no mitigation is required, the following measures have been incorporated in the proposed I-10 HOV lane project to further reduce the potential impacts related to floodplains and flooding:

- During final design, detailed hydrologic analysis will be conducted to determine if any flood control devices would require modification to protect the site and facility from design flood levels. The final design of the flood control devices will be coordinated with the Cities of Baldwin Park, West Covina, Covina, San Dimas and Pomona and the LACDPW.

- The final design of the proposed I-10 HOV lane project will be coordinated with FEMA to confirm any needed revisions to the FEMA Flood Insurance Rate Maps or FEMA Special Flood Hazard Areas Maps.

12. Adversely affect the quantity or quality of surface water, groundwater or public water supply?

Less than significant impact. The proposed I-10 HOV lane project would not materially change existing drainage patterns on this segment of I-10. Runoff volumes would not increase substantially because there would be only a minor increase in impervious surfaces on I-10 as a result of the proposed I-10 HOV lane project. Runoff from I-10, including the HOV lanes, would be accommodated by the existing storm drain system. Therefore, the proposed I-10 HOV lane project would not result in changes in the amount of water in surface water bodies in the area. No mitigation is required.

The groundwater table in this area is at depths from approximately 18.3 to 152.5 meters (50 to 500 feet) below ground elevation. Because there are only limited areas of pervious surfaces in the existing I-10 right-of-way, this area is not a major source of groundwater recharge. The minor increases in paved surfaces associated with the proposed I-10 HOV lane project would not result in any substantial change in the rate or amount of groundwater recharge in this area. Therefore, the proposed project would not result in impacts related to the quantity of groundwater in this area. No mitigation is required.

The proposed I-10 HOV lane project would not result in a substantial increase in the amount of impervious surfaces on this segment of I-10. As a result, the increased traffic volumes and pavement surfaces associated with the proposed I-10 HOV lane project would not result in increases in constituent pollutant loading in area stormwater facilities, other off site drainages or groundwater underlying the area.

Measures to Minimize Harm Related to Water Quality

The proposed project would be subject to the requirements of the Department's existing National Pollutant Discharge Elimination Systems (NPDES) permit regarding water pollution control. The Department would coordinate construction and operation of the proposed project under the existing NPDES permit with the Regional Water Quality Control Board (RWQCB), consistent with the requirements of the existing permit, for any discharges of wastes to surface waters. Issues related to water quality would be mitigated to a level less than significant Based on implementation of existing Department plans and programs which address water pollution control and storm water management. These are the Department Storm Water Management Plan (SWMP) and the Storm Water Quality Handbooks (three manuals: Project Planning Design Guidelines, Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual). In addition, District Directive DD20 also applies to storm water management. These plans and programs would apply to the proposed project. Therefore, the proposed I-10 HOV lane project would not result in adverse impacts related to the quality of surface and ground waters.

15. Violate or be inconsistent with federal, state or local water quality standards?

No impact. The operation of the proposed I-10 HOV lane project would be consistent with applicable federal, state and local water quality standards. The Department Storm Water Management Plan (SWMP), Storm Water Quality Handbooks (three manuals: Project Planning Design Guidelines, Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual), and District Directive DD20 address storm water management and would apply, as appropriate, to the operation of the HOV lanes. The operation of the proposed I-10 HOV lane project would also be subject to the requirements of the Department's existing NPDES permit. Therefore, the proposed project would not result in inconsistencies with or violations of federal, state and local water quality standards. No mitigation is required.

13. Result in the use of water in large amount or in a wasteful manner?

No impact. The proposed project would not result in a substantial increase in landscaping or in irrigated plantings along I-10. Landscaping irrigation would be consistent with the Department's policies and would not result in wasteful use of water. Therefore, the proposed I-10 HOV lane project would not result in impacts related to the use of large amounts or wasteful use of water. No mitigation is required.

14. Affect wetlands or riparian vegetation?

No impact. There are no designated jurisdictional wetlands adjacent to or in the immediate vicinity of the project section of I-10. The proposed I-10 HOV lane project on Segment 3 would not affect riparian vegetation in the vicinity of the unnamed drainage west of Forest Lawn Cemetery (a privately owned cemetery). Construction would be confined to the area immediately adjacent to the existing freeway lanes, within the existing right-of-way and will not modify this drainage. Therefore, the proposed I-10 HOV lane project will not result in adverse impacts on wetlands or riparian vegetation. No mitigation is required.

16. Result in changes in air movement, moisture or temperature, or any climatic conditions?

No impact. The proposed I-10 HOV lane project would result in minor amounts of grading and paving, and would not substantially change the topography in this area or create new obstructions to air flow and movement. Because of the small magnitude of construction and development, the proposed I-10 HOV lane project would not result in appreciable changes in air movement, moisture or temperature, or climatic conditions in the area. No mitigation is required.

17. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?

18. Result in the creation of objectionable odors?

No impact. As demonstrated in the air quality analysis, the proposed I-10 HOV lane project would increase nitrogen dioxide (NO_2) emissions by 0.02 percent, decrease carbon monoxide (CO) emissions by 0.05 percent, and result in comparable levels of emissions for the other criteria pollutants, compared to the No Build/No Action Alternative.

The proposed project is intended to reduce congestion on I-10, but the net change with or without the project would be less than one percent of total air emissions. This net change would be a slight decrease in the amount of criteria pollutants emitted under the proposed I-10 HOV lane project compared to the No Build/No Action Alternative. Therefore, the proposed project would result in a minor improvement in regional air quality, and would not result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality. The proposed I-10 HOV lane project will result in a reduction of CO levels at all receptors, compared to the No Build/No Action Alternative. No mitigation is required.

The proposed I-10 HOV lane project meets the four conditions of the Level Two Qualitative Screening of Transportation Project Carbon Monoxide Protocol for projects, as follows:

> Condition (a): Does the build alternative have at least 2 percent more traffic operating n cold start mode than the No Action Alternative?
>
> No, the proposed project is within the same developed areas of existing I-10 with no substantial increases in nearby activities that are caused by the proposed project. The proposed project alternative will not result in an increase in the number of vehicles in cold start mode that is 2 percent or greater than under the No Action Alternative.
>
> Condition (b): Does the build alternative significantly increase traffic volumes above the No Action Alternative volumes?
>
> No, there is no significant increase in traffic volumes under the proposed project compared to the No Action Alternative. The traffic volumes are the same for the proposed project and the No Action Alternative as shown later in Tables 5-5 and 5-6.
>
> Condition (c): Does the build alternative improve traffic flow?
>
> Yes, the proposed project improves traffic flow and reduces traffic delay, compared to the No Action Alternative.
>
> Condition (d): Does the build alternative move traffic closer to a receptor site?
>
> No, traffic will not move appreciably closer to receptor sites compared to the No Action Alternative.

Because all four conditions are satisfied, the project does not require a quantitative CO analysis. The proposed project will not cause or contribute to new localized CO violations or increase the severity or frequency of existing violations in the area affected by the project. Only project level

CO impacts were considered because regional air quality issues have already been addressed in the RTP and the TIP analyses.

The Federal Highway Administration (FHWA) requires a PM_{10} analysis for all non-exempt projects in PM_{10} non-attainment areas. Because the proposed I-10 HOV lane project is in a non-attainment area, a PM_{10} qualitative analysis is required. Air quality summaries, published by the California Air Resources Board (CARB) and the AQMD for 1996 to 1999, shown earlier in Table 3.4-1, were used in the PM_{10} qualitative analysis. Readings from the East San Gabriel Valley 1 monitoring station (the closest station to the project site which monitors PM_{10}) were used. The PM_{10} readings showed violations of the state, but not the federal, PM_{10} standards in the most recent three years for which data are available. The proposed I-10 HOV lane project would not contribute to increased PM_{10} emissions because it would not increase traffic volumes but rather would reduce congestion and improve traffic flow on this segment of I-10. Regional conformity already considers PM_{10} emissions associated with vehicle miles traveled (VMT) on a regional basis. The project would not cause or contribute to new localized PM_{10} violations or increase the frequency or severity of existing PM_{10} violations in the area. No mitigation is required.

The proposed I-10 HOV lane project would not result in adverse impacts related to the creation of odors. No mitigation is required.

19. Violate or be inconsistent with any federal, state or local air standards or control plans?

No impact. To conform with state and federal air quality plans, a project must be included in approved transportation plans and programs. The proposed I-10 HOV lane project is included in the 2001 Regional Transportation Plan for which FHWA and the Federal Transit Administration (FTA) issued a transportation and air quality conformity determination on June 8, 2001, and in the Regional Transportation Improvement Program, which was approved by FHWA and the FTA on September 25, 2001. Therefore, the proposed I-10 HOV lane project conforms to the Clean Air Act. No mitigation is required.

20. Result in an increase in noise levels or vibration for adjoining areas?
21. Result in any federal, state or local noise criteria being equaled or exceeded?

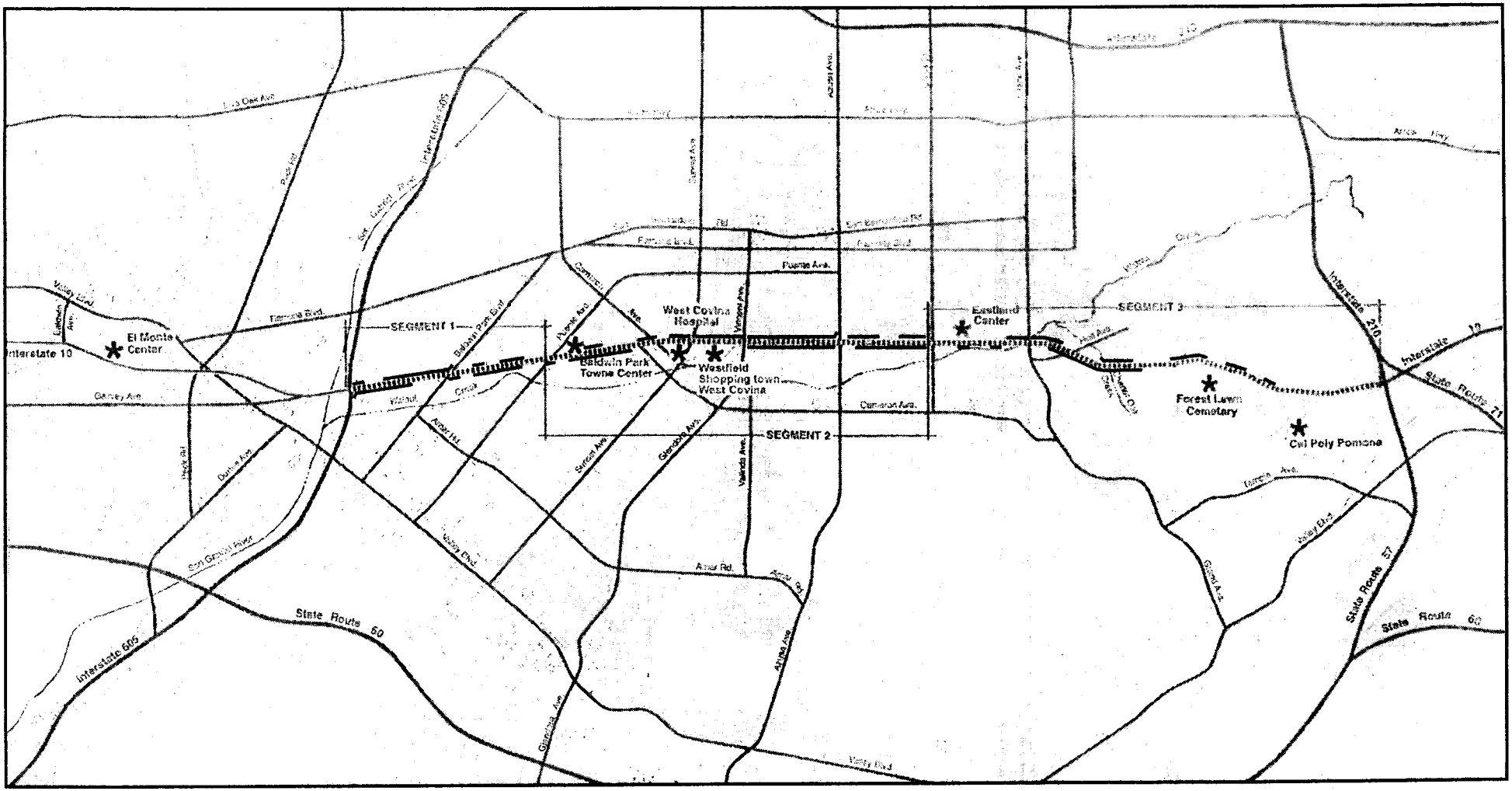
Less than significant impact. Operation of the proposed HOV lanes would result in a slight increase in noise at some adjacent uses, due to the freeway widening bringing traffic noise closer to sensitive noise receptors. Additional noise would also be created by the higher speeds of vehicles traveling in the HOV lanes and an incremental increase in freeway speeds in the general-purpose lanes due to the reduction in congestion. As detailed in the Traffic Noise Impact Technical Report, existing noise levels range from 57 dBA to 79 dBA and are primarily due to freeway noise. The proposed I-10 HOV lane project would increase noise levels by 1 to 2 decibels (dBA) compared to existing conditions, as shown in Table 7-1 from the Traffic Noise Technical Report and which is provided in Appendix F. This increase is below the threshold of human hearing to detect a noticeable change in noise levels, generally considered to be 3 dBA. This increase in noise levels is also below the Department's criterion of 12 dBA for substantial

noise increases as a result of a proposed project. Therefore, the proposed I-10 HOV lane project would not result in a significant increase in noise levels in adjoining areas.

Although the proposed I-10 HOV lane project would not result in a significant increase in noise levels, existing noise levels due to traffic on I-10 currently exceed the Department's Noise Abatement Criteria (NAC). The NAC were established to identify excessive levels of traffic noise at noise sensitive uses. Although the proposed project would not substantially contribute to these noise levels, soundwalls will be implemented as part of this project to reduce existing traffic noise levels in excess of the NAC, as shown in Table 7-5 from the Traffic Noise Technical Report and which is provided in Appendix F. The general locations of these soundwalls, as recommended in the Traffic Noise Impact Technical Report, are shown on Figure 5-1. Appendix F provides detailed figures which show the soundwall locations on the project plans. The final locations, heights and lengths of these soundwalls would be determined in the final design phase for the proposed I-10 HOV lane project. With the construction of soundwalls in areas found to exceed the Department's NAC, and which were determined to be reasonable and feasible, no additional mitigation is required.

It should be noted that, if pertinent parameters change substantially during the final design of the selected project, the noise abatement design may be changed or eliminated during final design. A final decision on noise abatement measures such as noise barriers will be made on completion of final design and the public involvement review process. Consequently, if the specific location, length and height of noise barriers that have been shown to be feasible and reasonable are altered or changed during the design phase of project development, reevaluation of the noise abatement will be required. Each of the 32 noise barriers recommended by this study were found to be feasible, providing 5 dBA or more noise reduction to impacted noise receives. For any of the noise barriers considered to be reasonable from a cost perspective, the total estimated cost of the barrier must be at or below the allowance calculated for each noise barrier, as shown in Table 7-5 from the Traffic Noise Technical Report and which is provided in Appendix F. The final decision to include noise barriers in the project design and the final design of the sound walls, if included, will be made based on the information contained in the noise technical report and pertinent information received during the public review process.

The proposed I-10 HOV lane project would involve vehicle travel which does not inherently result in substantial levels of vibration. The nearest land uses would be a sufficient distance from the travel lanes to attenuate vibration that may be caused by vehicles traveling on I-10. Therefore, the proposed project would not result in substantial levels of vibration. No mitigation is required.



LEGEND

Project Segment of I-10

Soundwall Locations

Figure 5-1

General Locations of Recommended Soundwalls

I-10 HOV PROJECT

Scale in Statute Miles: 0 10 20 30 40

North

22 and 53. Produce new light, glare or shadows or affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?

No impact. Existing light and glare sources in the I-10 project study area include lighting on the I-10 mainline and ramps, on area streets, in parking areas and around existing land uses. The majority of the project study area is developed in urban uses and there are no existing substantial adverse sources of light and glare in the area. Existing shadow sources include structures such as residences, businesses, walls and overcrossings. The existing visual quality in the project study area is not high and there are no sensitive land uses in this area that would be adversely impacted by light, glare and/or shadow associated with the proposed I-10 HOV lane project. No mitigation is required.

The proposed I-10 HOV lane project generally would not substantially alter existing viewsheds in the project study area or change the overall composition of the visual environment. The views from surrounding land uses are not generally oriented toward I-10. There are no designated scenic corridors within the project limits. Desirable views of the distant San Gabriel Mountains from the motorist's perspective would remain unobstructed, even with the implementation of soundwalls and retaining walls.

The proposed I-10 HOV lane project on Segment 3 would result in some minimal long term aesthetic impacts where the HOV lanes can be viewed from the foreground and the middleground distance zones. Long term impacts would include the construction of retaining walls on the south side of I-10, between the University House parking lot and the Kellogg Drive off-ramp, which would be visible from the California State Polytechnic University Pomona (Cal Poly) campus. However, existing mature vegetation between these viewer groups and the retaining wall would substantially reduce these impacts on visual aesthetics.

The proposed I-10 HOV lane project would replace landscaping in the remaining available public right-of-way, consistent with the Department's existing procedures and standards regarding plant materials and placement. The adjacent local jurisdictions would be invited to work with the Department on the landscaping plans associated with the construction of the HOV lanes.

The Department has an existing program to collect litter, replace landscaping and clean graffiti within the Department's right-of-way, which would continue during operation of the HOV lanes. Therefore, the proposed I-10 HOV lane project would not result in substantial adverse aesthetic impacts related to litter, degraded landscaping and graffiti.

Because of the urban nature of the surrounding area and the lack of scenic vistas, the proposed HOV lane project would not result in adverse scenic resources or aesthetic impacts. No mitigation is required.

Measures to Minimize Harm Related to Aesthetics

Although no mitigation is required, the following measures have been incorporated in the proposed I-10 HOV lane project consistent with the Department's existing programs for designing and maintaining freeway facilities.

- The final design of the proposed I-10 HOV lane project will include soundwalls and retaining walls designed to be easily cleaned of graffiti, as well as landscaping where feasible to soften the appearance of these walls.

- During final design, conceptual landscape guidelines for planting in designated right-of-way areas to be revegetated, consistent with existing Department policies and procedures, will be developed, in coordination with the adjacent local jurisdictions.

- For Segment 3, final design will incorporate features to ensure that landscaping plantings are integrated with any proposed earth berms and cut slopes to screen undesirable views. The grading guidelines will address issues such as where berms are recommended, the sizes of the berms and the recommended slope gradients to minimize soil erosion.

- Landscape areas that will take the longest time to establish and achieve their desired visual effects will be installed as early as feasible in the construction process. Rehabilitation priorities will be established as a framework based on the size of the area to be landscaped, the visibility of the area and the feasibility of installing landscaping prior to or during construction, rather than after construction is complete.

5.2 BIOLOGICAL. *Will the proposal (either directly or indirectly):*

23. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?

Less than significant impact. There are no native plant communities within the disturbance limits on Segments 1 and 2 or in the immediate vicinity of these sections of I-10. On Segment 3, some degraded Riversidean sage scrub (RSS) on a cut slope within the right-of way, and one California walnut tree at the edge of a walnut and riparian woodland habitat which is largely outside the I-10 right-of-way on the south side of the freeway, would be removed. Four young landscaped native oak trees would be removed within the right-of-way near the I-10/I-605 Interchange and four mature native oak trees would be removed at the east end of Segment 3. The removal of nine individual native trees and the small area of degraded RSS would not result in a change in species diversity or numbers of species in the areas adjacent to I-10.

Measures to Minimize Harm Related to Plant Species

Although no significant adverse impacts on plant species would occur as a result of the proposed I-10 HOV lane project, the following measure has been incorporated in the project to reduce potential impacts on native plant species:

- Walnut and oak trees native to southern California that are removed or damaged during project construction will be replaced at a minimum ratio of 5:1. The actual planting ratios will depend on the tree species and their connectivity to native habitats, in compliance with regional and local walnut and oak tree regulations. Planting sites for walnut and oak trees will be within the Department's right-of-way to the maximum extent feasible and in adjacent open space areas if sites within the Department's right-of-way are not sufficient.

24. Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?

No impact. The area within the project right-of-way is not known or expected to support any unique, threatened or endangered species of plants or their critical habitats. Therefore, the proposed I-10 HOV lane project would not result in an adverse effect on special interest or status plant species for their habitats. No mitigation is required.

25. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?

No impact. Urban development and ornamental landscaping, consisting of a wide variety of introduced species, is prevalent in or adjacent to the I-10 right-of-way. Additional landscaping associated with the proposed I-10 HOV lane project would not introduce any new plant species that do not already occur in the area. No mitigation is required.

There is no native habitat adjacent to Segment 2. There is a very limited amount of native vegetation, including a few oak and walnut trees on Segments 1 and 3 and a patch of degraded RSS dominated by weedy species in Segment 3. These areas are relatively isolated from large contiguous areas from which native plant species could be recruited to replenish existing vegetation except what may occur within the existing communities in the project study area. The proposed project would not alter the existing conditions in this area and would not result in new impediments to the normal replenishment of existing species. No mitigation is required.

26. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?

No impact. Based on field review of existing land uses and the General Plan land use maps for the jurisdictions adjacent to the project segment of I-10, there are no existing or designated agricultural uses or timber stands in this area. Therefore, the proposed I-10 HOV lane project would not result in adverse impacts related to agricultural uses. No mitigation is required.

27. Removal or deterioration of existing fish or wildlife habitat?
28. Change in the diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?

Less than significant impact. The area within and adjacent to the I-10 right-of-way consists primarily of urban development and introduced ornamental landscaping and there are no native

habitat areas in Segments 1 and 2. The areas are of generally low value and are inhabited by very common wildlife species that are adapted to an urbanized environment. Although the proposed I-10 HOV lane project would remove existing landscaping, this is not a substantial adverse impact because there are no special interest or sensitive plant communities along Segments 1 or 2 and the existing vegetation is of low habitat value. The proposed I-10 HOV lane project would result in the displacement of a few common birds, small mammals and reptiles that inhabit the areas immediately adjacent to I-10. Because these are not sensitive or special interest species, this would not be an adverse impact. No mitigation is required.

The plant communities in Segment 3 primarily consist of ornamental landscaping and disturbed areas predominated by weedy species. There is degraded RSS, a xeric form of coastal sage scrub, on the cut slopes in the right-of-way on the east end of Segment 3. Because of the disturbed nature and poor quality of this habitat, and because it is relatively isolated from other native habitat areas, it is not considered a sensitive resource. No mitigation is required.

In Segment 3, the unnamed drainage west of the Forest Lawn Cemetery (a privately owned cemetery) supports a degraded California walnut woodland which is located primarily outside the I-10 right-of-way. California walnut woodland is considered sensitive habitat by the California Department of Fish and Game (CDFG) due to its limited distribution in the region. One walnut tree will be removed by the proposed I-10 HOV lane project, but this would not be considered a significant adverse effect on wildlife habitat. Any removed trees will be replaced. The unnamed drainage also supports a degraded riparian woodland plant community. Riparian habitats are considered sensitive due to their limited distribution and relatively high habitat values to wildlife species. However, because this riparian vegetation is outside the right-of-way, the proposed I-10 HOV lane project on Segment 3 would not affect the drainage or its associated riparian habitat. Construction would be confined to within or immediately adjacent to the existing freeway lanes, within existing right-of-way and would not modify the existing natural drainage. No mitigation is required.

Birds of prey, like other wildlife, are dependent on specific habitats for foraging, shelter and nesting. A Cooper's hawk, a California Species of Special Concern, was located during the spring 1993 survey in the Segment 3 project study area. If such resident raptors are present in the riparian and walnut woodland, substantial construction activity and noise could potentially disrupt normal breeding activity in the immediate project vicinity, which would be considered an indirect adverse effect. However, if major construction activity were conducted outside the breeding season (September to April) the proposed project would not significantly reduce the available habitat area and would not result in a potential adverse effect on resident birds.

The proposed I-10 HOV lane project for Segment 3 would result in the displacement of a few common birds, small mammals and reptiles that currently inhabit the site. However, because these are not sensitive or special interest species and are well adapted to disturbed habitats and ornamental vegetation in urban areas, this is not an adverse impact. No mitigation is required.

29. Reduction in the numbers of or encroach upon the habitat of any unique, threatened or endangered species of animals?

Natural Resource Surveys were conducted early (September 2000) in the planning process for the proposed project. During the early surveys, suitable habitat was identified proximal to the project area for the federally threatened coastal California gnatcatcher (*polioptila californica californica*). However, the habitat was identified as being of poor quality for use by the gnatcatcher. Additionally, the gnatcatcher was not found to be present in the project area during this survey.

The Department sent a second request, and the United States Fish and Wildlife Service provided an updated list of federally endangered and threatened species for the proposed project (USFWS, August 19, 2002, provided in Appendix H). The species list identified that the purposed project is located next to a designated critical habitat along the eastern end of I-10. A second survey was conducted (in September 2002) by the Departmental Biologist, and again no gnatcatcher was found present in the project area, nor did it appear that the gnatcatcher utilized the area.

In September 2002, a third survey was conducted to assess the presence of suitable habitat for the gnatcatcher. During these surveys, potential habitat was located adjacent to the project site, but again the gnatcatcher was not present, nor did it appear that the habitat was being utilized by the gnatcatcher.

Site visits in September 2002 with the Departmental Biologist, a representative of the California Department of Fish and Game and the Departmental Headquarters Biologist occurred for informal consultation as outlined in Section 7 of the Endangered Species Act. Concurrence was reached that the habitat was of poor quality, and that the specified measure described below will suffice to ensure no impact to the gnatcatcher or the gnatcatcher habitat will result from project implementation.

The proposed project does not physically intrude into the potential gnatcatcher habitat. Additionally, the habitat is currently next to I-10 so no additional indirect exposure would occur. However, to ensure that the nearby habitat is not impacted by construction activities the measure provided below has been incorporated into the project to minimize any indirect impact to the gnatcatcher.

Consultation has been initiated with the USFWS to ensure that all necessary measures are incorporated into the project. With implementation of the measure listed below, the proposed project would not result in any adverse impacts to the habitat of the gnatcatcher or to the gnatcatcher. A Biological Assessment is being formulated to outline the findings of the informal Section 7 consultation.

Measures to Minimize Harm Related to Special Interest Species

- Prior to the start of construction, the gnatcatcher habitat shall be delineated by the Departmental Biologist. The delineated area shall be designated as an Environmentally Sensitive Area (ESA). Temporary fencing shall be placed by the contractor at the direction of the Departmental Biologist to surround the ESA during construction to prevent any debris, equipment or people from entering the ESA. Construction crews shall be educated and instructed to avoid entering into, or in anyway disturbing, the ESA. Intrusion into the

ESA shall not be allowed for any purposes (except for those identified by emergency services personnel). The ESA fencing will be maintained during construction by the contractor, from outside the ESA. The ESA will be designated as a sensitive noise receptor, and as such, all measures outlined in the Noise Section of this Environmental Document will apply to the ESA.

30. Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?

No impact. Based on review of the General Plans for the local jurisdictions in the vicinity of the project segment of I-10 and USFWS and CDFG maps and plans, there are no existing habitat conservation plans, natural community conservation plans or other approved local, regional or state habitat plans (HCPs) applicable to this area. The USFWS recently completed consultation with the United States Army Corps of Engineers (ACOE) under Section 7 of the federal Endangered Species Act (FESA) relative to incidental take of the coastal California gnatcatcher (*Polioptila californica californica*) at Forest Lawn Memorial Park Covina Hills and the identification of Habitat Preservation Areas (HPAs) on that property. Forest Lawn is a privately owned cemetery. The HPA on Forest Lawn is south of, and some distance from, I-10. The proposed I-10 HOV lane project would require the acquisition of only a small sliver (151 square meters, 181 square yards) of right-of-way from the Forest Lawn property. Based on a conversation with the USFWS (Kevin Clark, July 10, 2002), the area proposed for acquisition is some distance from the boundary of the HPA and would not result in any impacts to the gnatcatcher or the HPA.

The USFWS has received an application for incidental take for the coastal California gnatcatcher by the County of Los Angeles at Frank G. Bonelli Regional Park, which is northeast of I-10 and outside the project study area. The proposed HOV lane project would not require acquisition of any right-of-way from this Park.

In summary, the I-10 proposed HOV lane project would not result in impacts on the Forest Lawn incidental take permit, the planned Forest Lawn HCP or the incidental take permit for the Regional Park. Therefore, the proposed project would not result in any impacts related to conservation plans. No mitigation is required.

31. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

Operation of the proposed I-10 HOV lane project would not result in the introduction of any new animal species in this area. No mitigation is required.

The unnamed drainage and culvert west of the Forest Lawn Cemetery may allow local common wildlife species to cross I-10 but is not expected to function effectively for substantial wildlife movement to and from the riparian habitat area on the south side, because of the lack of substantial open space areas or open space connections north of this segment of I-10. The proposed I-10 HOV lane project would not change this existing culvert and, therefore, would not result in adverse impacts related to wildlife movement. No mitigation is required.

5.3 SOCIAL AND ECONOMIC. *Will the proposal (either directly or indirectly):*

32. Cause disruption of orderly planned development?

33. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?

Less than significant with mitigation. Each local jurisdiction in the vicinity of the project segment of I-10 anticipates future development based on their General Plans, redevelopment plans and individual development proposals. The proposed I-10 HOV lane project would require the acquisition of right-of-way, which could adversely affect planned development in this area. The estimated right-of-way acquisition anticipated for the proposed I-10 HOV lane project is based on preliminary analysis by the Department and on the preliminary design plans for the proposed HOV lane project as a documented in the Draft Relocation Impact Report. The actual right-of-way acquired for proposed I-10 HOV lane project would be based on final design and negotiations with individual property owners.

The proposed I-10 HOV lane project is consistent with the local jurisdictions' General Plan policies and goals to maintain viable livable communities by providing for improved traffic operations on I-10, a major freeway serving these cities. Several cities in the area have General Plan policies that seek to increase the use of I-10 for commercial opportunities, which would be supported by the improved operating conditions provided under the proposed I-10 HOV lane project. Potential effects of the acquisition of right-of-way on existing and planned land uses are described by Segment in the following Sections.

Segment 1

The Segment 1 local area and the City of Baldwin Park are largely built out with little remaining available vacant land. Development in these areas is limited to relatively small individual parcels or through consolidation of adjacent parcels into larger parcels. Although there are a number of adopted Redevelopment Areas in the City adjacent to I-10, many are built out or nearly built out. Several currently proposed projects in the immediate vicinity of I-10 might be affected either directly or indirectly by the proposed I-10 HOV lane project. Direct impacts would include property acquisition to provide right-of-way for project features including the widened freeway, frontage road and on and off-ramp realignments, soundwalls, retaining walls and landscaping. Indirect impacts on adjacent properties may include temporary restrictions of ingress and egress during construction, decreased visibility of commercial signs, noise, dust, traffic and temporary utility disruptions. The right-of-way acquisition for Segment 1 may affect the following planned land uses in the City of Baldwin Park:

- Baldwin Park Market Place is planned at Merced, Puente and Big Dalton Avenues. Vehicular access to the south part of the Market Place would be directly affected by the closure of North Garvey Avenue South between Big Dalton and Puente Avenues. Preliminary engineering for Segment 1 shows North Garvey Avenue South terminating in a cul-de-sac at Big Dalton Avenue. Access to the Market Place would be available via Big Dalton, Puente and Merced Avenues. The preliminary design of the proposed I-10 HOV lane project, including modifications to the ramps and North Garvey Avenue South, has been and will

continue to be coordinated with the City of Baldwin Park. Therefore, the proposed I-10 HOV lane project would not result in an adverse impact on access to the planned Baldwin Park Market Place. No mitigation is required.

- A 34 unit residential development along Dalewood Avenue is planned in the immediate vicinity of the I-605/I-10 Interchange. Preliminary engineering for Segment 1 indicates the widening of I-10 south along Dalewood Avenue would include realignment of Dalewood Avenue and relocation of existing utility lines. As result, the proposed HOV lane project on Segment 1 would require the acquisition of some land occupied by these residential uses. Compliance with the Uniform Relocation and Assistance Real Property Acquisition Policies Act of 1970 would reduce this impact to below a level of significant.

- A 7 unit, 2,325 square meter (25,000 square foot) industrial warehouse building is planned at 13409 North Garvey Avenue South. Widening of I-10 will result in realigning and relocating North Garvey Avenue South, which would require acquisition of this property. Compliance with the Uniform Relocation and Assistance Real Property Acquisition Policies Act of 1970 would reduce this impact to below a level of significant.

- Based on preliminary design, no right-of-way acquisition from the planned 4,185 square meter (45,000 square foot) Laidlaw's Harley Davidson Motorcycle Store is expected. Access to this property from Dalewood and Puente Avenues would not be adversely affected by the proposed realignment of the terminus of Dalewood Avenue. No mitigation is required.

Segment 2

The Segment 2 local area and the Cities of Baldwin Park and West Covina are largely built out with little remaining vacant land. Development in these areas is limited to relatively small individual parcels or consolidation of adjacent parcels into larger parcels. Although there are adopted Redevelopment Areas in the Segment 2 local area adjacent to I-10, most are built out or nearly built out. There are no development projects proposed by the Cities of Baldwin Park and West Covina in the Segment 2 local area. Because there are no development projects planned in the Cities of Baldwin Park and West Covina immediately adjacent to I-10, the proposed project on Segment 2 would not impact planned development in these Cities. No mitigation is required.

Segment 3

The Segment 3 local area and the Cities of West Covina, Covina and San Dimas are largely built out with little remaining available vacant land. Development in these areas is limited to relatively small individual parcels or consolidation of adjacent parcels into larger parcels. Although there are adopted Redevelopment Areas in the Segment 3 local area adjacent to I-10, most are built out or nearly built out. The right-of-way acquisition for Segment 3 may affect the following planned projects in this local area:

- A 4.1 hectare (10 acre) residential project is planned west of Grand Avenue and north of Holt Avenue in the City of West Covina. The eastbound I-10 on and off-ramps at Grand Avenue will be realigned as part of the proposed I-10 HOV lane project, within the existing I-10

right-of-way. These ramp realignments would not require acquisition of right-of-way in this area based on the preliminary engineering. No mitigation is required.

- Two projects are planned in the City of Covina Village Oaks Redevelopment Area (VORA). The preliminary engineering for project features adjacent to the VORA indicates that the westbound I-10 on and off-ramps at Holt Avenue would be realigned, within the existing I-10 right-of-way. The proposed I-10 HOV lane project would not require acquisition of property from the VORA and would not affect these two planned projects. No mitigation is necessary.

- A 30,690 square meter (330,000 square foot) retail project (former Montgomery Wards) is planned at the northeast corner of Barranca Avenue and East Garvey Avenue North. Preliminary engineering for Segment 3 includes realignment of the existing westbound on and off-ramps at Barranca Avenue. The westbound on-ramp would require partial acquisition of property from the south part of this site abutting the existing I-10 right-of-way. Compliance with the Uniform Relocation and Assistance Real Property Acquisition Policies Act of 1970 would reduce this impact to below a level of significant. The proposed I-10 HOV lane project would not affect access to and from the Montgomery Wards site, which is provided via East Garvey Avenue North. No mitigation is required.

- The Big League Dreams Concept Baseball Field Project is planned in the City of West Covina. This project is approximately 4.8 kilometers (3 miles) south of the project segment of I-10 and is not anticipated to experience any direct or indirect adverse impacts associated with the proposed I-10 HOV lane project. No mitigation is required.

34. Be inconsistent with a Coastal Zone Management Plan?

No impact. The project segment of I-10 is not in a defined Coastal Zone and is not subject to any Coastal Zone Management Plan. Therefore, the proposed I-10 HOV lane project would not result in impacts related to a Coastal Zone Management Plan. No mitigation is required.

35. Affect the location, distribution, density, or growth rate of the human population of an area?
36. Affect lifestyles, or neighborhood character or stability?
38. Divide or disrupt an established community?

Less than significant with mitigation. The I-10 project study area is largely built out and contains little vacant land available for development. Projects currently planned in the project study area are generally small, infill development or are part of adopted Redevelopment Areas. The local jurisdictions in the project study area have adopted General Plans, which include specific land use plans and policies that generally seek to preserve or reinforce existing development patterns in each city. These plans and policies identify the location, distribution and density of population growth and land uses in each jurisdiction. United States Census Bureau and Southern California Association of Governments (SCAG) data indicate that the I-10 project study area and adjacent cities will experience moderate rates of population and employment growth through 2025. The proposed I-10 HOV lane project would not modify the

anticipated locations, intensities or densities of that growth. However, the proposed project would result in the acquisition of right-of-way, much of which is currently occupied by existing residential, industrial and commercial uses. While this right-of-way totals only a small percent of the total area of each city and the I-10 project study area as a whole, it would result in minor reductions in land uses in each jurisdiction. As a result, some of these jurisdictions may modify their adopted land use plans to increase densities to accommodate uses lost to the proposed I-10 HOV lane project right-of-way acquisition. If this occurs, each city would need to independently assess the impacts of these land use changes on their city, including required review under the California Environmental Quality Act (CEQA). It is not anticipated that the I-10 project study area would experience increased densities as a result of the acquisition of minor amounts of existing developed land uses for the proposed I-10 HOV lane project. Therefore, based on the minor amounts of right-of-way anticipated to be acquired in each city, the proposed I-10 HOV lane project would not result in a substantial change in the location, density or intensity of land uses in this area. No mitigation is required.

The proposed I-10 HOV lane project would not affect lifestyles or neighborhood character or stability in the areas around I-10. These areas are developed in a wide range of land uses, which are not expected to change as a result of the proposed project. The character of existing development would be slightly changed, as developed parcels along I-10 are acquired for the proposed project and converted to highway uses. However, these changes in land use would be immediately adjacent to the existing freeway and would not extend very far into existing developed areas. Further, the addition of soundwalls along substantial lengths of I-10 would improve the quality of life for residents along I-10, by reducing noise levels and screening views of I-10. Therefore, the overall character, land uses and lifestyles in the vicinity of I-10 would not be adversely affected by the proposed HOV lane project. No mitigation is required.

The proposed I-10 HOV lane project would require the acquisition of existing developed parcels on the north and south sides of the existing freeway. These acquisitions will generally be linear, parallel to the existing freeway facilities. Therefore, the proposed I-10 HOV lane project would not divide any existing communities. No mitigation is required.

37. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?

Less than significant with mitigation. Presidential Executive Order 12898 (1994) directs every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on "…minority populations and low-income populations." There are three fundamental environmental justice principles:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

As shown earlier in Table 3.9-2, the ethnic character of the Segment 1 local area and the City of Baldwin Park is predominately Hispanic (each at 79 percent). Asians and African Americans constitute 12 and 2 percent, respectively of the Segment 1 local area population by race. In Los Angeles County, Hispanics are 45 of the total population, Asians are 12 percent and African Americans are 10 percent. In summary, with only 37 percent of the population in the Segment 1 local area identified as White by race, this area has a substantially higher percentage of minority ethnic and racial groups than Los Angeles County (at 49 percent White).

As shown earlier in Table 3.9-2, median household income in the Segment 1 local area is $31,339 and 18 percent of the population in this local area is below the poverty level. The City of Baldwin Park and Los Angeles County have only slightly higher median incomes ($32,684 and $34,965, respectively) and slightly lower percents of persons below poverty (16 and 15 percent, respectively) than the Segment 1 local area. Because the median income and persons below poverty are similar to the City of Baldwin Park and Los Angeles County, median income and persons below poverty are not disproportionately represented in the Segment 1 local area.

As shown earlier in Table 3.9-2, the ethnic character of the Segment 2 local area and the Cities of Baldwin Park and West Covina are predominately ethnically Hispanic (at 56, 79 and 46 percent respectively). Asians and African Americans constitute 14 and 4 percent, respectively of the Segment 2 local area population by race. By comparison, in Los Angeles County, Hispanics are 45 of the total population, Asians are 12 percent and African Americans are 10 percent. In summary, the Segment 2 local has similar rates of minority populations compared to the City of West Covina and Los Angeles County and lower rates than in the City of Baldwin Park. Therefore, the Segment 2 local area does not contain a disproportionate number of minority groups compared to the Cities of West Covina and Baldwin Park and Los Angeles County.

The median household income in the Segment 2 is $38,244 and 15 percent of persons are below the poverty level as shown earlier in Table 3.9-2. The median income for this local area is slightly higher than in the City of Baldwin Park ($32,684) and Los Angeles County ($34,965) and slightly lower than in the City of West Covina ($42,481). The percent of persons below poverty for this local area is similar to the rates in the City of Baldwin Park (16 percent) and Los Angeles County (15 percent), but substantially higher than in the City of West Covina (8 percent). Compared to the Cities of Baldwin Park and West Covina and Los Angeles County, the incomes lower than the median and persons below the poverty level are not disproportionately represented in the Segment 2 local area.

The Segment 3 local area is 27 percent Hispanic by ethnicity, and 17 percent Asian and 4 percent African American by race as shown earlier in Table 3.9-2. Hispanics represent 27 percent of the City of San Dimas population but are substantially more in the Cities of West Covina (46 percent) and Covina (40 percent) and Los Angeles County (45 percent). Compared to the Segment 3 local area, the City of West Covina had a higher percentage of Asians (23 percent) and African Americans (6 percent). The Cities of Covina and San Dimas have lower populations of these groups with Asians at 10 percent in both Cities and African Americans at 5 and 3 percent in these two Cities, respectively. In summary, the Segment 3 local area does not have disproportionately high representation of minority groups.

The median household income for the Segment 3 local area is $55,215, as shown earlier in Table 3.9-2. The median income in this local area is substantially higher than in Los Angeles County ($34,965) and the Cities of West Covina and Covina ($42,916 and $42,481 respectively). The median income in the City of San Dimas ($57,184) was only slightly higher than in the Segment 3 local area. In the Segment 3 local area, 5 percent of the population was below the poverty level. In comparison, three times that amount were below poverty in Los Angeles County (15 percent). The rates of persons below poverty in the Cities of West Covina (8 percent), Covina (7 percent) and San Dimas (6 percent) were only slightly higher than in the Segment 3 local area. Overall, incomes lower than the median and persons below the poverty level are not disproportionately represented in the Segment 3 local area compared to the Cities of West Covina, Covina and San Dimas and the County of Los Angeles.

In summary, the Segment 1 local area contains a disproportionate number of minority groups, compared to Los Angeles County overall although it is relatively similar in composition to the City of Baldwin Park. The Segment 1 local area is dominated ethnically by Hispanics (79 percent) and has substantially lower median incomes than other County areas. As a result, the acquisition of property for the proposed I-10 HOV lane project, particularly residential uses, on Segment 1 may have minor potential to affect Hispanic and lower income persons. Similarly, minority communities along Segments 2 and 3 would also be impacted by property acquisition, but not to the extent that will be experienced on Segment 1. Compliance with the Uniform Relocation and Assistance Real Property Acquisition Policies Act of 1970 would reduce this impact to below a level of significant.

Transit services are provided throughout the study area and adjoining areas. It is likely that some of the residents displaced by the proposed project are transit dependent. Access to mass transit is one of the many considerations included in the relocation process under the Uniform Relocation and Assistance Act as implemented by the Department during the acquisition and relocation process. It is anticipated that transit dependent residents would be relocated to areas served by transit, as part of the overall relocation process.

As described later in response to checklist question 40, existing businesses are anticipated to be acquired for the proposed project. Although relocating these businesses may be a challenge, the Department would extend substantial benefits to displaced businesses, including businesses owned by special interest groups, including assistance in finding and financing equivalent or better replacement facilities in the vicinity of the existing businesses or other areas, depending on the needs of each displaced businesses. The relocation program required under the Uniform Relocation and Assistance Act would reduce impacts related to the displacement of businesses to below a level of significant.

As described later in response to checklist question 41, the proposed project will result in a minor reduction in the total amount of property taxes collected in the affected jurisdictions. Because the number of affected businesses is not substantial and many of the displaced businesses are anticipated to be relocated in this area, the proposed I-10 HOV lane project would not result in a significant adverse impact related to the overall local tax base.

In summary, the proposed I-10 HOV lane project would not substantially affect minority, elderly, handicapped, transit dependent and/or other specific interest groups in the project study area.

The proposed I-10 HOV lane project would benefit special interest groups by improving traffic operations on I-10 and reducing travel times for carpools, vanpools and buses. This is a beneficial effect of the proposed I-10 HOV lane project that would be experienced by all groups, including special interest groups.

39. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?

Less than significant with mitigation. The proposed I-10 HOV lane project would require the permanent and temporary acquisition of right-of-way, including the full and partial acquisition of residential uses along both sides of I-10. Under a full acquisition, the entire parcel would be acquired by the State for the proposed project. Under a partial acquisition, only part of a legal parcel would be used and some or all of the structures, parking, landscaping and other land uses on the parcel would remain on the unaffected part of the parcel. A Temporary Construction Easement (TCE) would be the temporary acquisition of part or all of a parcel for temporary construction staging, materials storage or other short term use during the construction of the proposed HOV lane project. Land for a TCE would not be within the permanent right-of-way for I-10 and would be used only temporarily during construction of proposed project. In the long term, land in TCEs would be available for non-highway use after the completion of the proposed I-10 HOV lane project.

Table 5-1 summarizes the anticipated acquisition takes of residential properties by Segment by type of take (full or partial). The removal of existing residential units in the I-10 project study area would slightly decrease the overall number of housing units available in the area and in the Cities in which they are located. Construction of the proposed I-10 HOV lane project would also require TCEs, which are shown in Table 5-1. During construction, TCEs along Segments 1, 2 and 3 would include parcels currently used or designated for residential uses.

TABLE 5-1
SUMMARY OF RESIDENTIAL ACQUISITIONS
BY SEGMENT AND TYPE OF TAKE

	Segment 1			Segment 2			Segment 3		
Residential Use	**Full**	**Partial**	**TCEs**	**Full**	**Partial**	**TCEs**	**Full**	**Partial**	**TCEs**
Single-family	3	0	0	0	0	35	0	2	16
Multiple-family	12	2	0	0	0	0	0	0	0
Mobile Home	0	5	0	0	0	0	0	0	0
Residential Lot	0	11	2	0	0	0	0	1	5
Totals	15	18	2	0	0	35	0	3	21

Source: The Department (September 26, 2002).

The Cities of Baldwin Park, Covina, West Covina and San Dimas have 17,430, 16,346, 32,058 and 12,503 total residential units, respectively. However, the available housing stock in the I-10 project study area may not be adequate to absorb the proposed displacements due to a statewide housing shortage. There may be adequate replacements in the surrounding communities that are in proximity to the I-10 project study area. However, housing availability is dependent on the market. The Cities of Baldwin Park, West Covina and Covina are well developed with public services accessible and affordable within a 3.2 to 8.1 kilometer (2 to 5 mile) radius of the I-10 project study area. There are no other public projects in the immediate project area, which would compete for available residential resources. In addition, new housing is currently under construction in the area with future plans for additional development of new housing. Therefore, the Department's relocation program, in compliance with the Uniform Relocation and Assistance Real Property Acquisition Policies Act of 1970, coupled with existing and future development in the I-10 project study area, would provide adequate resources to relocate all displaced residents. It is anticipated that the Department's Right-of-Way Division would require a minimum of 18 months to perform the acquisition and relocation activity to adequately meet the needs of the displaced. This would reduce the impact of the proposed I-10 HOV lane project to below a level of significant.

Measure to Minimize Harm Related to Residential Uses

As required by existing federal and state laws, the Department will comply with the provisions of the Uniform Relocation and Assistance Real Property Acquisition Policies Act of 1970, as amended (California Government Code, Chapter 16, Section 7260, et. seq.). This law and its associated benefits are described briefly in Appendix E.

40. Affect employment, industry or commerce, or require the displacement of businesses or farms?

Less than significant with mitigation. The proposed I-10 HOV lane project would require the acquisition of property used or designated for commercial and employment purposes and for nonprofit/public service uses as shown in Table 5-2 which summarizes the estimated number of parcels used for or designated for non-residential uses that would be acquired, by Segment. During construction, TCEs along Segments 1, 2 and 3 would include parcels used or designated for non-residential uses which are also shown in Table 5-2.

TABLE 5-2
SUMMARY OF NON-RESIDENTIAL ACQUISITIONS
BY SEGMENT AND TYPE OF TAKE

	Segment 1			Segment 2			Segment 3		
	Full	**Partial**	**TCEs**	**Full**	**Partial**	**TCEs**	**Full**	**Partial**	**TCEs**
Commercial	18	19	0	0	4	7	0	1	1
Commercial Lot	1	4	1	0	0	0	0	0	0
Non-Profit/Public Service	0	3	1	0	1	1	0	2	2
Totals	19	26	2	0	5	8	0	3	3

Source: Draft Relocation Impact Report (the Department, May 24, 2002).

The availability of suitable replacement commercial/industrial property may pose a challenge for relocating businesses displaced by the proposed I-10 HOV lanes. An extensive search of available commercial and industry property would be conducted for the Final Relocation Impact Report. As part of the proposed project, the Department would extend substantial benefits to displaced businesses, including assistance in finding and financing equivalent or better replacement facilities in the vicinity of the existing businesses or other areas, depending on the needs of each displaced businesses. The relocation program required under the Uniform Relocation and Assistance Act would reduce impacts related to the displacement of businesses to below a level of significant. Based on these relocation services, there is not anticipated to be a net loss in jobs in the project study area as a result of implementation of the proposed I-10 HOV lane project.

There are no existing or planned farms adjacent to the project segment of I-10 and no farmland or farms would be acquired for the proposed I-10 HOV lane project. Therefore, the proposed project would not result in adverse impacts related to farms. No mitigation is required.

41. Affect property values or the local tax base?

Less than significant. For the proposed I-10 HOV lane project, the Department would acquire residential and non-residential properties adjacent to I-10, which would be removed from the property tax rolls. As a result, no future property taxes would be collected for these properties and no property taxes for these parcels would be returned to the affected Cities and Los Angeles County. The total amount of property anticipated to be acquired for the project represents a small amount of the total property in each of these jurisdictions. Therefore, although the proposed project would result in a reduction in the total taxable property in each jurisdiction, this reduction would not be substantial or result in a significant adverse impact on the affected local jurisdictions. No mitigation is required.

The acquisition of businesses could result in a minor reduction in total taxable sales in the jurisdictions along the project segment of I-10. It is anticipated that many of the displaced businesses will be relocated to other sites within these jurisdictions. Nonetheless, it is likely that the acquisition of these businesses would result in a reduction in total sales tax revenues returned by the State to each of these jurisdictions, at least in the short term. Because the number of affected businesses is not substantial and many of the displaced businesses are anticipated to be

relocated in this area, the proposed I-10 HOV lane project would not result in a significant adverse impact related to the overall local tax base. No mitigation is required.

The proposed I-10 HOV lane project would not substantially change property values in the jurisdictions adjacent to I-10. The implementation of soundwalls along substantial lengths of I-10 would beneficially affect residential and other noise sensitive uses and may positively affect the values of those properties in the long term. Similarly, the improved mobility on I-10 as a result of the proposed I-10 HOV lane project may be perceived by businesses as beneficial and may, in the long term, contribute positively to the values of non-residential properties in this area. As a result, the proposed I-10 HOV lane project would not adversely affect property values in the areas adjacent to I-10. No mitigation is required.

42. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?

Less than significant with mitigation. The community facilities which would be affected by temporary or permanent land acquisition or TCEs as a result of the proposed I-10 HOV lane project are summarized in Table 5-3. The acquisition measure listed in question 39 would reduce impacts of the proposed I-10 HOV lane project related to the permanent acquisition and temporary use of property used for community facilities to below a level of significant. No further mitigation is required.

43. Affect public utilities, or police, fire, emergency or other public services?

Less than significant with mitigation. When the proposed I-10 HOV lane project is operational, the improved operating conditions on I-10 would beneficially affect emergency service providers by reducing travel times and there would be no adverse on utility facilities. No mitigation is required.

As described in response to question 42, the acquisition of property for the proposed project would include acquisition of property owned by and/or used for public services and utilities. The acquisition measure listed in question 39 would reduce impacts of the proposed I-10 HOV lane project related to the permanent acquisition and temporary use of property used for public services and utilities to below a level of significance. No further mitigation is required.

44. Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and or goods?

45. Generate additional traffic?

No impact. Tables 5-4, 5-5, 5-6 and 5-7 summarize the peak hour traffic volumes, levels of service and number of persons moved on the project section of I-10 for:

- 2001 existing conditions.
- 2008/2011 No Action/No Build Alternative.

TABLE 5-3
SUMMARY OF ACQUISITIONS OF COMMUNITY AND PUBLIC FACILITIES

Segment	APN	Address	Name	Acquisition	Area in Square Feet	Type of property use
1	8556-021-901	13135 E. Garvey Avenue Baldwin Park	City of Baldwin Park	Partial	33,519	City Office
1	8556-022-900	13135 E. Garvey Avenue Baldwin Park	City of Baldwin Park	Partial	3,960	City Hamilton Maintenance Yard
1	8559-006-003	13250 Dalewood Street Baldwin Park	Kaiser Foundation Hospital	Partial	1,035,856	Hospital
1	8564-002-270	Los Angeles County Department of Water and Power (LACDWP)	LACDWP	Partial	64,468	Public Utility (vacant lot)
2	8474-001-012	7255 Orange Avenue West Covina	Hospital	Partial	23,081	Hospital
2	8474-001-906	1444 W. Garvey Avenue West Covina	City of West Covina	Partial	648,172	Public (office)
2	8474-000-906	City of West Covina Redevelopment Agency	City of West Covina	Partial	100,188	Parking lot
3	8480-003-907	Los Angeles County Flood Control (LACFC)	LACFC	TCE	19,602	Public Service
3	8710-003-916	California Polytechnic University, Pomona	State of California	Partial	12,723	University
3	8451-016-909	LACFC	LACFC	TCE	49,789	Flood control
3	8277-001-017	3508 East Temple Way West Covina	Synagogue/ school	TCE	20,893	Synagogue and school
3	8277-001-023	3528 East Temple Way West Covina	Church/school	TCE	30,423	Church and school

Source: Draft Relocation Impact Study (the Department, May 24, 2002).

- 2008/2011 No Action/No Build Alternative.
- 2008/2011 Proposed HOV lane project (2+ persons per vehicle in the HOV lane).
- 2008/2011 Proposed HOV lane project (3+ persons per vehicle in the HOV lane, west of Francisquito Avenue).
- 2028/2031 Proposed HOV lane project (2+ persons be vehicle in the HOV lane).
- 2028/2031 Proposed HOV lane project (3+ persons per vehicle in the HOV lane, west of Francisquito Avenue).

As shown, the projected AM and PM peak hour 2028/2031 volumes on I-10 without the proposed project from I-605 to Puente Avenue represent a substantial increase over existing conditions which represents three hours or more of traffic congestion with average speeds less that 32 km/h (20 mph). As shown, the proposed I-10 HOV lanes will result in greater person carrying capacity on I-10 compared to the No Action/No Build Alternative. The LOS with the proposed I-10 HOV lanes would be slightly better than under the No Action/No Build Alternative. No mitigation is required.

TABLE 5-4
SUMMARY OF TRAFFIC CONDITIONS - 2001 EXISTING CONDITIONS

Location	2001 Existing Conditions		
	Peak Hour Volume	Level of Service	Persons Moved
Westbound - AM Peak Hour			
EB to NB I-605 - EB off to Bess & Frazier	17,300	F0	11,418
EB off to Bess & Frazier - EB off Baldwin Park Blvd.	16,100	E	10,626
EB off Baldwin Park Blvd. - EB off Francisquito Ave	15,500	F0	10,230
EB off Francisquito Ave - EB off to Puente Ave	14,500	E	9,570
EB off to Puente Ave - EB on fm Pacific Ave	14,800	E	9,768
EB on fm Pacific Ave - EB off Vincent Ave	15,200	E	10,032
EB off Vincent Ave - WB on fm NB39/Azusa Ave	16,000	E	10,560
WB on fm NB39/Azusa Ave - Seg EB off to Citrus St	15,900	E	10,494
Seg EB off to Citrus St - EB off to Barranca Ave	15,500	F3	10,230
EB off to Barranca Ave - WB off to Grand Ave	15,600	F3	10,296
WB off to Grand Ave - EB on fm WB Holt Ave	14,600	F2	9,636
EB on fm WB Holt Ave - EB off to Via Verde	14,700	F3	9,702
EB off to Via Verde - SEG EB on fm S-Campus	14,600	F3	9,636
Eastbound - PM PK Peak Hour			
EB to NB I-605 - EB off to Bess & Frazier	17,300	D	12,370
EB off to Bess & Frazier - EB off Baldwin Pk Blvd	16,100	E	11,512
EB off Baldwin Pk Blvd - EB off Francisquito Ave	15,500	D	11,083
EB off Francisquito Ave - EB off Puente Ave	14,500	E	10,368
EB off Puente Ave - EB on fm Pacific Ave	14,800	E	10,582
EB on fm Pacific Ave - EB off Vincent Ave	15,200	E	10,868
EB off Vincent Ave - WB on fm NB39/Azusa Ave	16,000	E	11,440
WB on fm NB39/Azusa Ave - Seg EB off to Citrus St	15,900	E	11,369
Seg EB off to Citrus St - EB off to Barranca Ave	15,500	F3	11,083
EB off to Barranca Ave - WB off to Grand Ave	15,600	F3	11,154
WB off to Grand Ave - EB on fm WB Holt Ave	14,600	F2	10,439
EB on fm WB Holt Ave - EB off to Via Verde	14,700	F2	10,511
EB off to Via Verde - SEG EB on fm S-Campus	14,600	F2	10,439

Source: Draft Traffic Impact Analysis (Hernandez Kroone Associates, July 2002).

Notes: fm = from
EB = Eastbound
WB = Westbound

TABLE 5-5
SUMMARY OF TRAFFIC CONDITIONS - NO ACTION/ NO BUILD ALTERNATIVE

Location	2008/2011 No Action/No Build Alternative			2028/2031 No Action/No Build Alternative		
	Peak Hour Volume	Level of Service	Persons Moved	Peak Hour Volume	Level of Service	Persons Moved
Westbound - AM Peak Hour						
EB to NB I-605 - EB off to Bess & Frazier	21,762	F1	14,363	29,800	F3	19,668
EB off to Bess & Frazier - EB off Baldwin Park Blvd.	20,316	F0	13,409	27,800	F3	18,348
EB off Baldwin Park Blvd. - EB off Francisquito Ave	19,593	F1	12,931	27,200	F3	17,952
EB off Francisquito Ave - EB off to Puente Ave	18,364	F0	12,120	25,500	F3	16,830
EB off to Puente Ave - EB on fm Pacific Ave	19,015	F0	12,550	28,000	F3	18,480
EB on fm Pacific Ave - EB off Vincent Ave	19,593	F0	12,931	29,200	F3	19,272
EB off Vincent Ave - WB on fm NB39/Azusa Ave	20,461	F0	13,504	30,400	F3	20,064
WB on fm NB39/Azusa Ave - Seg EB off to Citrus St	20,750	F0	13,695	31,700	F3	20,922
Seg EB off to Citrus St - EB off to Barranca Ave	19,666	F3	12,980	29,400	F3	19,404
EB off to Barranca Ave - WB off to Grand Ave	19,666	F3	12,980	29,600	F3	19,536
WB off to Grand Ave - EB on fm WB Holt Ave	18,509	F3	12,216	28,200	F3	18,612
EB on fm WB Holt Ave - EB off to Via Verde	18,509	F3	12,216	28,200	F3	18,612
EB off to Via Verde - SEG EB on fm S-Campus	18,292	F3	12,073	28,000	F3	18,480
Eastbound - PM PK Peak Hour						
EB to NB I-605 - EB off to Bess & Frazier	21,762	F0	15,560	29,800	F3	21,307
EB off to Bess & Frazier - EB off Baldwin Pk Blvd	20,316	F0	14,526	27,800	F3	19,877
EB off Baldwin Pk Blvd - EB off Francisquito Ave	19,593	F0	14,009	27,200	F3	19,448
EB off Francisquito Ave - EB off Puente Ave	18,364	F0	13,130	25,500	F3	18,233
EB off Puente Ave - EB on fm Pacific Ave	19,015	F0	13,596	28,000	F3	20,020
EB on fm Pacific Ave - EB off Vincent Ave	19,593	F0	14,009	29,200	F3	20,878
EB off Vincent Ave - WB on fm NB39/Azusa Ave	20,461	F0	14,630	30,400	F3	21,736
WB on fm NB39/Azusa Ave - Seg EB off to Citrus St	20,750	F0	14,836	31,700	F3	22,666
Seg EB off to Citrus St - EB off to Barranca Ave	19,666	F3	14,061	29,400	F3	21,021
EB off to Barranca Ave - WB off to Grand Ave	19,666	F3	14,061	29,600	F3	21,164
WB off to Grand Ave - EB on fm WB Holt Ave	18,509	F3	13,234	28,200	F3	20,163
EB on fm WB Holt Ave - EB off to Via Verde	18,509	F3	13,234	28,200	F3	20,163
EB off to Via Verde - SEG EB on fm S-Campus	18,292	F3	13,079	28,000	F3	20,020

Source: Draft Traffic Impact Analysis (Hernandez Kroone Associates, July 2002).

Notes: fm = from
EB = Eastbound
WB = Westbound

TABLE 5-6
SUMMARY OF TRAFFIC CONDITIONS - PROPOSED HOV LANE PROJECT (2+)

Location	2008/2011 Proposed HOV Lane (2+)				2028/2031 Proposed HOV Lane (2+)			
	Peak Hour Volume	Level of Service		Persons Moved	Peak Hour Volume	Level of Service		Persons Moved
		MF+AUX	HOV			MF+AUX	HOV	
Westbound - AM Peak Hour								
EB to NB I-605 - EB off to Bess & Frazier	21,762	F0	E	15,039	29,800	F3	F0	20,595
EB off to Bess & Frazier - EB off Baldwin Park Blvd.	20,316	F0	D	14,040	27,800	F2	F0	19,212
EB off Baldwin Park Blvd. - EB off Francisquito Ave	19,593	F0	E	13,895	27,200	F3	F1	19,290
EB off Francisquito Ave - EB off to Puente Ave	18,364	F0	E	13,024	25,500	F2	F0	18,084
EB off to Puente Ave - EB on fm Pacific Ave	19,015	E	D	13,141	28,000	F3	F0	19,351
EB on fm Pacific Ave - EB off Vincent Ave	19,593	F0	D	13,541	29,200	F3	F0	20,180
EB off Vincent Ave - WB on fm NB39/Azusa Ave	20,461	F0	D	14,141	30,400	F3	F0	21,009
WB on fm NB39/Azusa Ave - Seg EB off to Citrus St	20,750	F0	D	14,341	31,700	F3	F1	21,907
Seg EB off to Citrus St - EB off to Barranca Ave	19,666	F3	D	13,591	29,400	F3	F0	20,318
EB off to Barranca Ave - WB off to Grand Ave	19,666	F3	D	13,591	29,600	F3	F0	20,456
WB off to Grand Ave - EB on fm WB Holt Ave	18,509	F3	D	12,792	28,200	F3	F0	19,489
EB on fm WB Holt Ave - EB off to Via Verde	18,509	F3	E	13,126	28,200	F3	F2	20,000
EB off to Via Verde - SEG EB on fm S-Campus	18,292	F3	E	12,974	28,000	F3	F1	19,858
Eastbound - PM PK Peak Hour								
EB to NB I-605 - EB off to Bess & Frazier	21,762	E	C	15,767	29,800	F1	E	21,590
EB off to Bess & Frazier - EB off Baldwin Pk Blvd	20,316	E	D	14,952	27,800	F1	E	20,459
EB off Baldwin Pk Blvd - EB off Francisquito Ave	19,593	E	D	14,419	27,200	F1	E	20,017
EB off Francisquito Ave - EB off Puente Ave	18,364	F0	D	13,814	25,500	F3	F0	19,182
EB off Puente Ave - EB on fm Pacific Ave	19,015	F0	C	13,993	28,000	F3	E	20,606
EB on fm Pacific Ave - EB off Vincent Ave	19,593	F0	D	14,419	29,200	F3	F0	21,490
EB off Vincent Ave - WB on fm NB39/Azusa Ave	20,461	F0	D	15,059	30,400	F3	F0	22,373
WB on fm NB39/Azusa Ave - Seg EB off to Citrus St	20,750	F0	D	15,271	31,700	F3	F0	23,329
Seg EB off to Citrus St - EB off to Barranca Ave	19,666	F3	D	14,472	29,400	F3	F0	21,636
EB off to Barranca Ave - WB off to Grand Ave	19,666	F3	D	14,472	29,600	F3	F0	21,784
WB off to Grand Ave - EB on fm WB Holt Ave	18,509	F3	C	13,621	28,200	F3	E	20,753
EB on fm WB Holt Ave - EB off to Via Verde	18,509	F3	C	13,621	28,200	F3	E	20,753
EB off to Via Verde - SEG EB on fm S-Campus	18,292	F3	C	13,462	28,800	F3	E	20,606

Source: Draft Traffic Impact Analysis (Hernandez Kroone Associates, July 2002).

Notes: fm = from
EB = Eastbound
WB = Westbound

TABLE 5-7
SUMMARY OF TRAFFIC CONDITIONS - PROPOSED HOV LANE PROJECT (3+)

Location	2008/2011 Proposed HOV Lane (3+)				2028/2031 Proposed HOV Lane (3+)			
	Peak Hour	Level of Service		Persons Moved	Peak Hour	Level of Service		Persons Moved
		MF+AUX	HOV			MF+AUX	HOV	
Westbound - AM Peak Hour								
EB to NB I-605 - EB off to Bess & Frazier	21,762	F0	C	16,331	29,800	F3	D	22,362
EB off to Bess & Frazier - EB off Baldwin Park Blvd.	20,316	F0	C	15,244	27,800	F3	C	20,862
EB off Baldwin Park Blvd. - EB off Francisquito Ave	19,593	F0	C	15,075	27,200	F3	D	20,928
EB off Francisquito Ave - EB off to Puente Ave	18,364	F0	C	14,130	25,500	F3	D	19,621
Eastbound - PM PK Peak Hour								
EB to NB I-605 - EB off to Bess & Frazier	21,762	F0	B	17,104	29,800	F2	C	23,421
EB off to Bess & Frazier - EB off Baldwin Pk Blvd	20,316	F0	B	16,222	27,800	F2	C	22,198
EB off Baldwin Pk Blvd - EB off Francisquito Ave	19,593	E	B	15,646	27,200	F2	C	21,721
EB off Francisquito Ave - EB off Puente Ave	18,364	F0	B	14,994	25,500	F3	C	20,820

Source: Draft Traffic Impact Analysis (Hernandez Kroone Associates, July 2002).

Notes: fm = from

EB = Eastbound

WB = Westbound

46. Affect or be affected by existing parking facilities or result in demand for new parking?

Less than significant with mitigation. Preliminary engineering for Segments 1 and 3 indicates that the partial acquisitions on these Segments would not result in the acquisition of any parking spaces associated with non-residential uses. No mitigation is required.

Preliminary engineering for Segment 2 indicates that the partial acquisitions on this Segment would result in the acquisition of approximately 87 parking spaces at Westfield Shoppingtown and 85 parking spaces at the Edwards Cinema Compound in the City of West Covina.

The proposed I-10 HOV lanes may result in increased demand for park-and-ride facilities in the project study area and in areas to the east. The Department is no longer building new park-and-ride facilities because funding for these facilities is now directed to local agencies. Planned facilities, such as the proposed park-and-ride at Covina Transit Plaza would serve demand generated by the proposed I-10 HOV lane project. Therefore, the proposed project would not result in adverse impacts related to park-and-ride facilities. No mitigation is required.

Measure to Minimize Harm Related to Parking

A range of potential mitigation measures for parking losses is being explored, including:

- More efficient redesign and rearrangement of existing parking.
- Fair market value compensation of the parking to the space owners.
- Construction of a replacement parking structure on the south side of the mall. The State's financial contribution to construction of a replacement parking structure on the property(ies) impacted by the proposed project within three years from completion of the project will be an amount not to exceed the cost of replacement of the actual number of parking spaces removed by the project.

Final resolution of the parking mitigation will be incorporated into the Final Environmental Document after all agency and public comments are evaluated. The Department, the Los Angeles County Metropolitan Transportation Authority (MTA), the City of West Covina and the affected property owners will coordinate to identify and implement mutually measures to address the acquisition of these commercial uses.

47. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No impact. Based on review of the General Plans for jurisdictions through which I-10 passes and field review, there are no wildlands adjacent to or in the vicinity of the project study area. As a result, the proposed I-10 HOV lane project would not result in adverse effects related to wildland fires. No mitigation is required.

48. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect overall public safety?

Vehicles carrying hazardous and toxic materials currently use I-10. The proposed I-10 HOV lane project would not result in an increase in or new public exposure to a risk of explosion or a release of hazardous materials or wastes. No mitigation is required.

49. Result in alterations to waterborne, rail or air traffic?

No navigable waterways cross or are in the vicinity of the project segment of I-10. Therefore, the proposed I-10 HOV lane project would not result in impacts on waterborne traffic. No mitigation is required.

The tracks used by the Metrolink Los Angeles to San Bernardino rail service cross I-10 at the Bassett Overhead crossing. The proposed I-10 HOV lane project includes widening of this crossing. Construction at this crossing would be coordinated with the MTA and no rail service disruptions or alterations are anticipated. No mitigation is required.

There are no airports in the I-10 project study. Because no features of the proposed I-10 HOV lane project would extend vertically into any defined air space, the proposed project would not result in impacts on air traffic. No mitigation is required.

50. Support large commercial or residential development?

No impact. The proposed I-10 HOV lane project would be an additional incentive for existing and future employers along I-10 to develop and support employee ridesharing programs. This would benefit employees who would have increased mode choices for their commutes and who could join carpools or vanpools, or who use transit, to take advantage of the travel time savings offered by the proposed I-10 HOV lane project. These would be benefits for both existing and approved large commercial or residential developments along the I-10 corridor. These benefits would not create pressure for new development along the I-10 corridor because this area is largely already developed in urban uses. Further, development of large commercial and residential uses is driven by a wide range of factors such as availability and price of land; local, regional and national market economic conditions; and local support for development. Therefore, the proposed I-10 HOV lane project would not result in impacts related to support of large commercial and residential development. No mitigation is required.

51. Affect a significant archaeological or historic site, structure, object or building?

No recorded prehistoric or historic archaeological sites were identified in the Area of Potential Effects. Therefore, the proposed I-10 HOV lane project would not result in adverse impacts on prehistoric or historic archaeological sites. In the event that cultural resources are uncovered during construction, it is Department policy to discontinue work in the area of the find until Department archaeologist can evaluate the material. No further mitigation is required.

A total of 442 properties were evaluated and none were found to be eligible for the National Register of Historic Places (NRHP) in the 1994 Historic Property Survey Report (HPSR) and the 2002 Supplemental HPSR. The W.K. Kellogg Arabian Horse Ranch on the Cal Poly Pomona campus was determined to be eligible for inclusion in the NRHP. The proposed I-10 HOV lane would require a minimal sliver of property from the Cal Poly Pomona campus. This area proposed for acquisition is outside the area defined as the NRHP eligible Kellogg Ranch. The nearest features of the NRHP eligible Ranch to I-10 are the two Covina gate posts north of the Ranch structures (the main part of the NRHP property) and south of I-10. This acquisition was evaluated for potential impacts to the NRHP property. That evaluation found that project implementation would not adversely affect this sensitive resource. The project will not take any property from the NRHP eligible Ranch and will not abut the Ranch boundary. The gate posts, the nearest Ranch feature to I-10, will not be affected because the gate posts are fully screened from I-10 by mature landscaping. This finding received concurrence from the State Historic Preservation Office on March 13, 1995 (Appendix B). Additionally, views from the Ranch toward the freeway are screened by existing mature vegetation. Therefore, the proposed HOV lane project would not result in impacts on this NRHP eligible property. No mitigation is necessary.

SHPO further concurred that no additional structures, identified in the Supplemental HPSR were eligible for inclusion on the NRHP and that the proposed project would not result in effect on historic properties in a letter dated September 6, 2002 (Appendix B). No mitigation is necessary.

52. Affect wild or scenic rivers or natural landmarks?

No impact. Based on review of the Wild and Scenic Rivers Act and the National Inventory of Wild and Scenic Rivers, there are no designated wild or scenic rivers in the project study area. Based on review of National Registry of Natural Landmarks there are no natural landmarks in the project study area. Therefore, the I-10 proposed HOV lane project would not result in impacts related to wild and scenic rivers and natural landmarks. No mitigation is required.

54. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?

Potentially significant impacts. Construction of the proposed I-10 HOV lane project would potentially result in short term adverse impacts related to erosion and sedimentation, energy and natural resources, hazardous materials and hazardous solid waste, water quality, biological resources, air quality, noise, business access and viability, employment, public services and utilities, light and glare, scenic resources, aesthetics, and transportation. Environmental parameters not anticipated to be impacted by construction of the proposed I-10 HOV lane project are topography, seismicity, land use, hydrology, floodplains and cultural resources. The construction period for each phase of the proposed project would be approximately 3 years. The potential construction related impacts associated with construction are described in the following Sections. Because the construction would be phased, as described in Section 2.0 (Description of the Proposed Action), the construction would occur in two or more periods, separated by an undefined period of time, rather than one period. In this case, the construction impacts described below would occur in each construction period.

Construction Impacts Related to Erosion and Sedimentation. The removal of landscaping and pavement and the exposure of unpaved/unlandscaped surface areas can result in erosion from the project site and sedimentation in area watercourses during construction. In particular, barren surfaces could be subject to surface water and wind erosion. It is not expected that substantial areas would be graded and/or unpaved at one time during construction of the proposed I-10 HOV lane project. Department construction procedures and fugitive dust control measures required by the AQMD would substantially reduce potential erosion and sedimentation impacts during construction. Preparation and implementation of an Erosion Control Plan during construction, as described later in this Section, would reduce this potential impact to below a level of significant. No further mitigation is required.

Construction Impacts Related to Energy and Natural Resources. Construction of the proposed I-10 HOV lane project would consume energy for the operation of construction equipment, hauling building materials to the site and hauling wastes from the site. Construction would require fuels for the manufacture of concrete, asphalt and other building materials, and for operation of equipment such as bulldozers, dump trucks and other heavy machinery. Indirect energy demand for fossil fuels to operate construction worker vehicles and construction equipment would be very minor. Equipment operators would not be allowed to leave equipment running when not in use. The amount of energy consumed for construction would represent only a minor amount of the energy consumed in the region for construction projects. There are sufficient energy supplies in the region to satisfy the short term energy needs for the construction of this project. These short term impacts do not represent a significant impact on energy resources in this region, and would be offset by long term energy benefits achieved during project operation. No mitigation is required.

The proposed I-10 HOV lane project would require the use of some natural resources during construction, specifically fuel for equipment operations and sand, gravel and other natural building materials. However, the demand for these natural resources would occur only during construction and would not represent a substantial increase in the use of natural resources in the region. Therefore, in the short term, construction of the proposed I-10 HOV lane project would not result in a substantial increase in the use of natural resources. No mitigation is required.

Construction Impacts Related to Hazardous Materials and Hazardous Solid Waste. During construction of the proposed I-10 HOV lane project, contractors would use hazardous materials such as fuels, oils, paints, solvents, fertilizer and herbicides and there is potential for accidental spills of these materials. The Department has existing procedures for the identification, containment and cleanup of hazardous materials spills which are consistent with applicable federal, state and local standards and regulations, and which would be applicable during construction of the proposed I-10 HOV lane project. No mitigation is required, with continued implementation of the existing accidental spill procedures. Additional measures, provided later in this Section, would reduce impacts related to accidental hazardous materials spills, lead contaminated soil or other contamination to below a level of significant. No further mitigation is required.

Construction Impacts Related to Water Quality. Construction of the proposed I-10 HOV lane project would not extend into the groundwater table and would not extract groundwater in this

area. Therefore, the proposed project would not result in impacts related to the quantity or quality of groundwater. No mitigation is required.

During construction, excavation of material, grading and paving would expose loose soil and could result in soil erosion and a potential increase of sediment flow into area drainage facilities. Rainfall runoff would hasten removal of soil, silt, sand and clay particles along with vegetative cover. When these materials are transported downstream, there would be an increase in sediment load and concentrations of total dissolved solids and organic pollutants. Sections 110.2 and 890 of the Caltrans Highway Design Manual, which address water pollution control and storm water management respectively, would apply to the construction of the proposed I-10 HOV lane project. The construction would also be subject to the requirements of the Department's NPDES permit regarding water pollution control. The Department would coordinate its construction activities under the existing NPDES permit with the RWQCB, consistent with the requirements of that existing permit. The Department would require the construction contractor to prepare a SWPPP prior to construction. Based on the standard Department erosion control measures and the implementation of the SWPPP and BMPs, the construction of the proposed I-10 HOV lane report would not impact water quality. No mitigation is required.

Construction Impacts Related to Biological Resources. Increased noise levels and increased human presence during construction could result in adverse short term impacts on nesting activities for Cooper's hawk and loggerhead shrike in the walnut woodland west of Forest Lawn Cemetery. A measure provided later in this Section would substantially reduce this potential effect. No further mitigation is required.

Construction Impacts Related to Air Quality. Construction of the proposed I-10 HOV lane project would produce exhaust emissions from construction equipment and fugitive dust generated as a result of soil movement. The pollutants of primary concern during construction are fugitive dust, PM_{10}, reactive organic gases, oxides of nitrogen, CO and, to a lesser extent, sulfur dioxide. It is difficult to estimate anticipated emissions associated with construction until the final design and construction plans are completed, because emissions vary based on the types and numbers of construction equipment in operation at any one time, phasing of the construction activities and haul route alignments. Emissions produced during grading and construction activities are short-term impacts. Depending on prevailing wind conditions, these emissions could be troublesome to workers and nearby sensitive receptors such as adjacent residents, even though prescribed wetting procedures are followed. The Department's construction procedures are consistent with requirements of all federal, state and local agencies regarding the control of air pollutants associated with construction.

Exhaust Emissions From Construction Equipment. Exhaust emissions from construction activities include those associated with the transport of workers and machinery to the site, and those produced on site as equipment is operated. The Department would require all contractors to maintain and operate construction equipment consistent with the manufacturers' standards and directions. No further mitigation is required.

Fugitive Dust Emissions. Dust emissions associated with land clearing, blasting, ground excavation, cutting and filling, and construction vary substantially from day to day,

depending on the level of activity, the specific operations and the weather conditions. A large part of dust emissions results from equipment traveling over unpaved roads at construction sites. The United States Environmental Protection Agency (EPA) estimates each acre of soil disturbed creates about 50 kilograms (110 pounds) of dust per workday during construction of the project, depending on soil moisture, silt content, wind speed, construction density and many other factors. Through watering and other dust control measures, dust can be reduced by about 50 percent. Measures provided later in this Section would reduce these short term impacts during construction of the proposed I-10 HOV lane project to below a level of significant.

Construction Impacts Related to Noise. Construction of the proposed I-10 HOV lane project would require the use of heavy equipment that operates intermittently at high noise levels. Sensitive land uses adjacent to I-10 could be adversely affected by short term, project construction noise. Typical construction equipment expected to be used during construction of the proposed I-10 HOV lane project and their related noise levels are summarized in Table 5-8. Construction noise impacts would be partially mitigated by constructing soundwalls early in the construction phase. The Department would require construction contractors to maintain and operate construction equipment consistent with the manufacturers' standards and directions; to use the quietest equipment available and to use the quietest type of construction. Time-of-day restrictions on construction activities in close proximity to sensitive receptors would also reduce temporary construction noise impacts. Measures, provided later in this Section, would reduce the potential construction related noise impacts to below a level of significant. No additional mitigation is required.

TABLE 5-8
TYPICAL CONSTRUCTION EQUIPMENT NOISE BEFORE AND AFTER MITIGATION

Equipment	Mitigation Measures	Before	After	Distance (Feet)
Pile Driver	Muffler on exhaust and sound barrier the leads	103	95	25
Pavement Breaker	Muffled	105	100	3
Diesel Driven Electric Welder	Mufflers plus acoustical enclosure	93	76	23
Air Compressor (Diesel Driven)	Muffled	105	85	3
Air Tracked Drill	Acoustical enclosure	104	83	23
Chain Saw				
Gasoline	None	113	113	3
Electric	None	86	86	3
Sinker Drill	Acoustical enclosure	95	78	3
Earth Movers				
Front Loader	Muffler	79	75	50
Back Hoe	Muffler	85	75	50
Dozer	Muffler	80	75	50
Grader	Muffler	91	75	50
Truck	Muffler	91	75	50
Paver	Muffler	89	80	50
Material Handlers				
Concrete Mixer	Muffler	85	75	50
Crane	Muffler	83	75	80
Jack Hammer	Muffler or acoustical enclosure	88	75	50

Source: Urban Mass Transportation Administration, 1974; U.S. EPA, 1971.

Construction Impacts Related to Business Access and Visibility. Construction on the I-10 mainline, the on and off-ramps, bridges and structures may temporarily reduce access to businesses located off I-10 or along local cross streets. Temporary ramp closures could affect access to businesses adjacent to or in the immediate vicinity of the ramps. No two consecutive ramps would be closed at the same time, ensuring that access, with minor detours, would be provided to these businesses during construction. Construction could also result in reduced access to businesses on local streets near I-10, because local streets crossing I-10 could be closed for limited periods during construction. All closures and detours would be established in conjunction with the applicable local jurisdictions, directing traffic to other local streets. Local street closures would affect only one street in an area at a time. Although these effects on local circulation would be adverse, they would not be significant because adequate detours will be provided, and the closures would be temporary and would be reversible after construction is complete. The Department's standard construction management and staging techniques would

also assist in minimizing disruptions to local businesses and access. No additional mitigation is required.

Construction Impacts Related to Employment. Construction of the proposed I-10 HOV lane project would have a short term beneficial effect on employment and businesses in the area. Employment experience related to highway construction compiled by the Department indicates each $10 million dollars in construction costs generates about 323 direct on and off site jobs. Based on this assumption and the estimated $222 million in construction costs, the proposed I-10 HOV lane project could generate about 7,177 short term construction jobs. In addition to these construction jobs, construction workers would be anticipated to patronize local businesses, thereby generating a short term revenue increase in the local area. This short term revenue increase would, in turn, result in a short term increase in sales tax revenues to the local jurisdictions. However, this effect of construction activity on local businesses and tax revenues cannot be quantified. No mitigation is required.

Construction Impacts Related to Light, Glare, Scenic Resources and Aesthetics. During construction, heavy equipment would be used and stored on the construction site. Temporary safety walls would be constructed to shield commuters from construction activities. These construction activities could result in short term visual effects on surrounding land uses. Views from the adjacent land uses would be restored to views similar to existing conditions when construction of the proposed I-10 HOV lane project is completed. However, views in areas adjacent to segments of I-10 with new soundwalls would have post-construction views of the soundwalls, instead of views of the freeway and vehicles on the freeway.

Short term impacts caused by construction activities which disturb the existing surface appearance of the I-10 right-of-way include areas where landscaping would be removed and views of heavy equipment. These views would be largely mitigated through screening of construction activities and revegetation of scarred slopes after construction is complete. Measures, provided later in this Section, would reduce this short term adverse impact to below a level of significant.

Construction Impacts Related to Public Services and Utilities. Construction of the proposed I-10 HOV lane project could result in the need to temporarily or permanently relocate underground water, sewer, natural gas lines and other utilities in or adjacent to the I-10 right-of-way. Temporary disruption of service may occur while the affected utilities are being relocated. Measures, provided later in this Section, would reduce these short term impacts to below a level of significant.

During construction, police, fire and emergency medical services may experience delays in responding to service calls, including possible effects on response times. These delays may occur on I-10, the ramps or on local streets in the vicinity of I-10. Because standard Department construction strategies require maintenance of adequate emergency access through construction areas and coordination during construction with emergency service providers, this would not be a significant short term adverse impact of the construction of the proposed project. Transit and school bus services in the area may also be impacted by traffic delays and other construction related impacts on surface streets, ramps and I-10. The Department would coordinate with

transit providers and school districts to provide for adequate alternative travel routes for their vehicles during construction of the proposed I-10 HOV lane project. Measures provided later in this Section would reduce these short term impacts to below a level of significant.

Construction of the proposed I-10 HOV lane project would not result in the generation of substantial amounts of waste material although some grading and cutting will be necessary in the Kellogg Hill area on Segment 3. Construction would result in the generation of solid waste including asphalt, concrete, metal reinforcing materials and landscaping debris. Consistent with the requirements of the California Integrated Waste Management Act of 1989 (Assembly Bill 939), the Department would pursue opportunities to reuse and/or recycle all non-hazardous waste generated during construction of this project, as feasible, safe and reasonable. Non-hazardous waste material would be hauled to local landfills, where it will either be used for cover material or disposed of in the landfill. Existing capacity in landfills in the region for this minor volume of excess fill is available. The exportation of fill would not result in the generation of high volumes of truck traffic, as the volumes of material will be low and area landfills are very close to the I-10 project study area. Construction would not require the importation of substantial quantities of clean fill material. Therefore, the construction of the proposed I-10 HOV lane project would not result in adverse impacts on landfills or area roads associated with transport of fill and waste materials. No mitigation is required.

Construction Impacts Related to Transportation. Construction of the proposed I-10 HOV lane project would likely result in the need for some overnight closures of sections of I-10 during demolition of existing structures and construction and removal of bridge falsework. Temporary traffic detours, access plans and traffic control plans would be developed for the project during final design, in conjunction with local agencies and other applicable facility users.

Construction of the proposed I-10 HOV lane project may result in temporary increased traffic delays due to reduced frontage road widths and temporary lane closures on streets crossing I-10 during construction. However, these delays are not expected to be substantial, in part because the most disruptive construction activities would likely be performed during the late evening, nights and on weekends to reduce traffic delays to the greatest extent possible.

During construction, the designated bike lanes on Sunset Avenue and Orange/Cameron Avenues under I-10 would remain open. The bicycle facilities on Hollenbeck and Lark Ellen Avenues would be closed temporarily and users of these facilities would be detoured to other bicycle facilities in the vicinity, providing continuous access through the area during construction. Therefore, these temporary impacts on bicycle facilities will be not significant.

Closures of adjacent local streets crossing I-10 on Segments 1 and 2 would not occur simultaneously. Traffic lanes may be reduced in some areas under or adjacent to I-10. These construction related effects would be temporary and would not substantially affect circulation or access in the Segments 1 and 2 areas. Nearly all the construction on Segment 3 would be within the Department's right-of-way and there will be no construction on local roads. Therefore, construction of Segment 3 would not result in any impacts on local streets.

Measures provided later in this Section would substantially reduce these short term transportation impacts to below a level of significant.

Measures to Minimize Harm Related to Construction Impacts

The following measures have been incorporated in the proposed I-10 HOV lane project to avoid or minimize potential adverse impacts during construction.

- Erosion Control/Water Quality. Appropriate erosion control measures will be incorporated in a Stormwater Pollution Prevention Plan (SWPPP) approved by the Department Resident Engineer. The SWPPP will be implemented during site preparation, grading and construction. The SWPPP will include, but not be limited to, measures to protect exposed slope areas, control of surface flows over exposed soils, use of wetting or sealing agents and/or sedimentation ponds.

- Air Quality. The Department will require the construction contractors to prepare a dust control plan and to submit the plan to the AQMD prior to construction. The plan is expected to include, but not be limited to: stabilization of construction roads and dirt piles with water; limiting speeds on unpaved construction roads to 24 kilometers per hour (15 miles per hour); daily removal of dirt spilled onto paved roads; ceasing grading and excavation activities when wind speeds exceed 40.2 kilometers per hour (25 miles per hour) and during extreme air pollution episodes; phasing and scheduling of construction activities to avoid days with high O_3 levels; possibly interrupting construction activities on days with elevated smog levels (such as Stage 2 smog alerts); use of alternative fuel/clean fuel equipment when available; covering haul trucks; phasing of grading to minimize daily emissions; proper maintenance of construction vehicles to maximize efficiency and minimize emissions; and prompt revegetation of exposed cut slopes, road medians and shoulders.

- Air Quality and Noise. The Department will require construction contractors to maintain and tune equipment engines consistent with the manufacturers' requirements to maximize the efficiency of the equipment and to minimize air and noise emissions, including the use of noise mufflers and/or other noise abatement features.

- Noise. Construction of soundwalls will be incorporated as early as possible in the phasing of the project, consistent with the Department's construction procedures and as reasonable and feasible.

- Noise. The Department will require construction contractors to comply with applicable Los Angeles County and local jurisdictions noise control regulations and ordinances.

- Noise. The Department will require construction contractors to use construction techniques that reduce or minimize construction noise including, but not limited to:
    - Grouping construction activities that will occur outside normal construction hours to avoid continuing periods of noise disturbances during the evening and night.

- Scheduling work, as feasible, at times that would cause the least amount of impact to the surrounding land uses.

- Scheduling, as feasible, the noisiest activities as close together as possible.

- Use of the quietest type of equipment available, which will perform identically to equipment types which generate more noise.

- Use of haul trucks that do not rely on air or jake brakes.

- Locating stockpiles and vehicle staging areas away from occupied residences and other sensitive receptors whenever possible.

- Use of approved haul routes, which minimize the exposure of sensitive receptors to potential noise impacts associated with hauling operations.

- Aesthetics. The Department will require construction contractors to shield construction and storage areas from travelers on I-10 and from viewsheds along I-10 to the extent feasible and where the safety of construction and traffic operations is not compromised.

- Aesthetics. Construction will be phased such that areas to be relandscaped are landscaped as soon as possible after construction in the immediate vicinity is completed.

- Biological Resources. The Department will require construction contractors to:

  - Phase site preparation, grading and construction so that these activities adjacent to the degraded California walnut woodland area are conducted outside the September to April bird nesting season.

  - Conduct a survey prior to any site disturbance in the degraded California walnut woodland area this if site preparation, grading and/or construction activities must occur in the bird nesting season adjacent to this areas. If any nests are within 305 meters (1,000 feet) of the construction limits, temporary measures, such as the use of specialized mufflers on construction equipment, will be used to reduce noise. A biological monitor will be employed to provide suggestions in the field to reduce intrusions into sensitive areas.

- Public Services and Utilities. Final design will include coordination with all the affected public services and utilities providers to ensure that existing facilities are protected in place, removed and/or relocated to the satisfaction of the provider to minimize the potential disruption of existing utilities in the I-10 right-of-way.

- Utilities. The Department will require construction contractors to conduct all utility protection, removal and replacement consistent with the Department's construction procedures and the procedures of the affected utilities.

- Public Services and Utilities. The Department will require construction contractors to ensure that proposed haul routes, detours and temporary lane closures will not adversely impact utility and service providers; and that necessary public services and utilities can be provided adequately in the project study area during construction.

- Public Services. Final design will include coordination with the area school districts regarding the construction schedule, phasing and any proposed detours and/or other traffic delays, so the school districts can prepare and plan for any possible disruptions in student transportation services.

- Transportation. Prior to the initiation of any site preparation, grading or construction activities, the Department will require construction contractors to provide travel plans to the local jurisdictions along the project study area. The travel plans will indicate the expected travel routes of construction trucks carrying construction materials and construction debris.

- Transportation. During final design, a Traffic Management Plan will be prepared which may include the following elements:

    - Media coverage outlining the work to be completed, the hours and duration of lane closures and potential alternative travel routes to avoid the construction area or the areas with temporary lane closures.

    - Surveillance and control techniques and strategies using electronic surveillance devices such as loop detectors, ramp meters, closed circuit television, congestion management systems and the services of the existing Department Traffic Management Center, among others.

    - Department assistance to commuters in the area in forming carpools and vanpools and providing information on available bus services in the area.

    - Provision of freeway patrol services to assist disabled vehicles and to remove disabled vehicles, accidents, debris and other materials from travel lanes.

    - Coordination with local area school districts, transit operators and emergency service providers to provide alternative travel routes and construction related information.

- Public Services. Prior to the initiation of any site preparation, grading or construction activities, the Department will require construction contractors to provide construction and traffic management plans to the affected police, fire and emergency medical services in the project area indicating possible detours, lane and ramp closures, and areas which may experience overall traffic delays.

- Hazardous Materials. Hazardous substances are strictly regulated by the EPA, the California and Federal Occupational Health and Safety Administration (OSHA), the United States Department of Transportation (DOT) and a number of other federal, state and local agencies. DOT specifies procedures for safely transporting hazardous materials and procedures to

follow in case of accidental spills during transport. EPA specifies the requirements for proper labeling and placarding of hazardous substances. The American National Standards Institute(ANSI) recommends safety procedures for handling and storing hazardous materials. OSHA specifies the procedures required for using and storing hazardous materials. Other local, state and federal regulations address the identification, removal, handling and disposal of hazardous wastes. Project contractors will be required to follow these procedures and to maintain the required documentation during all site preparation, grading and construction of the proposed I-10 HOV lane project.

55. Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge?

The proposed I-10 HOV lane project on Segment 1 would require use of part of a local park referred to as Roadside Park. The parcel occupied by this small local park is owned by the Department and leased by the Department to the City of Baldwin Park for use as a park. The lease agreement, which is on file at the Department, specifically stipulates that the State retains the right to use some or all of this parcel if needed for improvements to I-10. Therefore, the proposed I-10 HOV lane project would not result in disruption of the recreational aspect of the Park and would not result in an adverse impact to this Park, based on the lease agreement. As a result, the use of part of Roadside Park for the proposed I-10 HOV lane project would not be a Section 4(f) action. No mitigation is required. There are no other publicly owned parks, recreation or refuge lands adjacent to Segment 1.

There are no publicly owned parks, recreation or refuge lands adjacent to Segment 2. The proposed I-10 HOV lane project on Segment 2 would not result in a substantial adverse impact on bicycle trails, because these trails would be retained during construction and after construction of the proposed I-10 HOV lane project is complete. Therefore, the proposed project on Segment 2 would not impact any publicly owned park, recreation or refuge. No mitigation is required.

There are no publicly owned parks, recreation or refuge lands adjacent to Segment 3. As described in Section 3.8.4, the Angeles National Forest is over 8 kilometers (5 miles) north of the project segment of I-10. Frank G. Bonnelli County Regional Park is on the northeast side of the I-10 Interchange with SR 57/SR 71/O-210. Neither of these resources will be impacted by the proposed project on Segment 3. Therefore, the proposed I-10 HOV lane project on Segment 3 would not impact any publicly owned park, recreation or refuge lands along this section of I-10. No mitigation is required.

5.4 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal (directly or indirectly):

56. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or

endangered plant or animal or eliminate important examples of a major period of California history or prehistory?

No impact. The proposed I-10 HOV lane project would improve the quality of the environment. The addition of the HOV lanes on I-10 would improve traffic flow, encourage shared ride travel modes and reduce congestion. The proposed I-10 HOV lane project would save fuel, reduce vehicle emissions and improve air quality. The incorporation of soundwalls at various locations along I-10 would reduce noise levels on adjacent sensitive land uses. Because I-10 is in a highly urbanized area, there are only limited native plant species and wildlife species in this area and, therefore, the proposed I-10 HOV lane project would not adversely affect biological resources. There are no important examples of major periods of California history or prehistory in the I-10 project study area.

57. Does the project have the potential to achieve short term, to the disadvantage of long term, environmental goals?

No impact. The potential short and long term impacts of the proposed I-10 HOV lane project were analyzed in detail in a number of technical studies and this Environmental Document (ED). Those studies assessed existing and future conditions with and without the proposed I-10 HOV lane project. The proposed project would result in some short term adverse impacts during construction which will be mitigated to a level below significant. These short term impacts would be localized and would not result in adverse impacts on a subregional or regional basis. The operation of the proposed I-10 HOV lane project, when considered in conjunction with other existing and planned HOV facilities, would contribute to a beneficial long term effect of reducing air emissions and improving the efficiency of the transportation system.

58. Does the project have environmental effects, which are individually limited, but cumulatively considerable?

No impact. Other Department projects in the I-10 project study area, listed in Table 2.4-1, are largely within the existing Department right-of-way and are not considered to result in adverse environmental effects. The ramp modification; connector, bridge and mainline widening; HOV lane and k-rail projects will beneficially affect the flow of traffic in and near the project study area. The landscaping and soundwall projects will result in beneficial visual and noise reduction effects in the project study area. When considered cumulatively with the proposed I-10 HOV lane project, these Department projects will benefit the traveling public, without contributing to a substantial cumulative adverse impact on the environment.

59. Does this project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

No impact. Construction of the proposed I-10 HOV project would result in short term impacts during construction which would be mitigated to a level below significant as described in the response to question 54. These short term impacts will not result in substantial adverse direct or indirect impacts on humans.

Operation of the proposed I-10 HOV lane project would not result in substantial adverse impacts on humans in the long term. This is because the project would result in beneficial effects related to noise, air quality and transportation.

SECTION 6.0

CONSULTATION AND COORDINATION

Section 6.0
CONSULTATION AND COORDINATION

6.1 1993 INITIATION OF STUDIES LETTERS AND SCOPING MEETINGS

Initiation of studies letters were distributed by the California Department of Transportation (the Department), District 7, to agencies, organizations, utilities and interested persons on April 7, 1993, describing a range of alternatives that would be considered for the project study area on Interstate Route 10. Responses to the 1993 initiation of studies letters were received a total of five agencies and one utility. Issues raised in those response letters are addressed by the proposed High Occupancy Vehicle (HOV) lanes project described in this Environmental Document (ED). Copies of the 1993 initiation of studies letters, the distribution list and the responses to the initiation of studies letters are on file with the Department.

A scoping notice for the proposed I-10 HOV lanes between Baldwin Avenue and the State Route 57/State Route 71/Interstate Route 210 Interchange (SR 57/SR 71/I-210) was published in the six area newspapers on June 17 and June 24, 1993. Responses to the scoping notice were received from two cities and one utility agency. Issues raised in those response letters are addressed in the proposed HOV lanes project. The scoping newspaper notices and the responses to that notice are on file at the Department.

6.2 2001 RE-INITIATION OF STUDIES LETTERS

On December 17, 2001, the Department distributed re-initiation of studies letters for proposed HOV lanes project to 27 elected officials. On December 18, the Department distributed re-initiation of studies letters to 58 public agencies (federal, state, regional and local) and other interested parties. Copies of these re-initiation of studies letters are provided later in this section.

A notice for the re-initiation of studies for the proposed I-10 HOV lane project between Baldwin Avenue and the SR 57/SR 71/I-210 Interchange was published in the following area newspapers on January 24, 2002: the San Gabriel Valley Tribune, Pasadena Star News, Whittier Daily News, Los Angeles Times-San Gabriel Valley edition, Inland Valley Daily Bulletin and La Opinion (Spanish). A copy of this newspaper notice is provided later in this Section.

Responses to the re-initiation of studies letters and the newspaper notices were received from:

Foothill Transit (December 28, 2002).
City of West Covina Public Works Department (January 22, 2002).
West Covina Redevelopment Agency (January 17, 2002).

6.3 CONSULTATION WITH LOCAL JURISDICTIONS

During the preparation of the detailed engineering studies and the ED for the proposed HOV lanes, the Department conducted extensive coordination with affected local jurisdictions. Meetings were held with the Cities of Baldwin Park and West Covina to discuss the various alternatives, including the on line stations described in Chapter 2.0; to evaluate the potential

effects of the alternatives on local frontage roads, parking facilities, businesses and residences; design modifications to avoid or reduce impacts associated with HOV lanes and other issues of concern to these local jurisdictions. Table 6-3 lists the dates and City attendees at these meetings. Summaries of these meetings are on file at the Department.

6.4 DISTRIBUTION OF THE DRAFT ENVIRONMENTAL DOCUMENT

The Draft ED will be circulated to the elected officials listed in Table 6-1 and the public agencies and other interested parties listed in Table 6-2.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610

SAMPLE

December 17, 2001

To: The Honorable David Dreier
United States House of Representatives, 28th District
112 North 2nd Avenue
Covina, CA 91723

File: 07-10-LA KP 50.2/68.2
EA's 11707, 11708, 11934
Add 1 HOV lane in each direction from I-605 to Route 57

Dear Representative Dreier:

Re-initiation of Studies

The purpose of this notice is to advise you that Caltrans is formally re-initiating studies for the proposed addition of one High Occupancy Vehicle (HOV) lane in each direction of the San Bernardino Freeway (Interstate Route 10) from Interstate Route 605 to State Route 57 in the Cities of Baldwin Park, West Covina, Covina, Pomona, San Dimas and unincorporated areas within Los Angeles County. Other aspects of this project include pavement rehabilitation, restriping existing lanes, widening existing freeway bridges, installing guardrails, and constructing soundwalls and retaining walls as necessary.

Previously, our studies indicated that an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) would be necessary. We now believe that the project impacts can be substantially mitigated. As a consequence, the appropriate environmental document should be a Negative Declaration/Finding of No Significant Impact.

We would appreciate being notified within 30 days if you have existing facilities or planned development within the project area. We also welcome any comments or suggestions you may have regarding project alternatives or potential environmental impacts that you believe may require special attention. Caltrans intends to work closely with other agencies in an effort to exchange ideas to insure that all pertinent factors are considered.

Please send your written comments by January 15th to:

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation (Caltrans)
120 South Spring Street
Los Angeles, CA 90012

If you have any questions, please contact Gary Iverson, Senior Environmental Planner, at 213-897-3818. Thank you for your interest in this important transportation study.

Sincerely,

ROBERT W. SASSAMAN
District Director

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610

SAMPLE

December 18, 2001

To: Responsible Agencies, Review Agencies, Cooperating Agencies, Trustee Agencies, Interest Groups and Interested Individuals

File: 07-10-LA KP 50.2/68.2
EA's 11707, 11708, 11934
Add 1 HOV lane in each direction from I-605 to Route 57

Re-initiation of Studies

The purpose of this notice is to advise you that Caltrans is formally re-initiating studies for the proposed addition of one High Occupancy Vehicle (HOV) lane in each direction of the San Bernardino Freeway (Interstate Route 10) from Interstate Route 605 to State Route 57 in the Cities of Baldwin Park, West Covina, Covina, Pomona, San Dimas and unincorporated areas within Los Angeles County. Other aspects of this project include pavement rehabilitation, restriping existing lanes, widening existing freeway bridges, installing guardrails, and constructing soundwalls and retaining walls as necessary.

Previously, our studies indicated that an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) would be necessary. We now believe that the project impacts can be substantially mitigated. As a consequence, the appropriate environmental document should be a Negative Declaration/Finding of No Significant Impact.

We would appreciate being notified within 30 days if you have existing facilities or planned development within the project area. We also welcome any comments or suggestions you may have regarding project alternatives or potential environmental impacts that you believe may require special attention. Caltrans intends to work closely with other agencies in an effort to exchange ideas to insure that all pertinent factors are considered.

Please send your written comments by January 16th to:

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation (Caltrans)
120 South Spring Street
Los Angeles, CA 90012

If you have any questions, please contact Gary Iverson, Senior Environmental Planner, at 213-897-3818. Thank you for your interest in this important transportation study.

Sincerely,

Ronald Kosinski

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7

TABLE 6-1
DISTRIBUTION LIST FOR ELECTED OFFICIALS FOR THE DRAFT ENVIRONMENTAL DOCUMENT

The Honorable Barbara Boxer United States Senate 312 North Spring Street, Suite 1748 Los Angeles, CA 90012	The Honorable Dianne Feinstein United States Senate 11111 Santa Monica Boulevard, Suite 915 Los Angeles, CA 90025	The Honorable David Dreier United States House of Representatives, 28th District 112 North 2nd Avenue Covina, CA 91723	The Honorable Hilda L. Solis United States House of Representatives, 31st District 4401 Santa Anita Avenue El Monte, CA 91731
The Honorable Gary Miller United States House of Representatives, 41st District 22632 Golden Springs Drive, Suite 350 Diamond Bar, CA 91765	The Honorable Gloria Romero California State Senate, 24th District 1000 San Gabriel Boulevard, Suite 201 Rosemead, CA 91770-4351	The Honorable Bob Margett California State Senate, 29th District 55. East Huntington Drive, Suite 300 Arcadia, CA 91006	The Honorable John A. Dutra Chair, Assembly Transportation Committee 39510 Paseo Padre Parkway Fremont, CA 94538
The Honorable Ed Chavez California State Assembly, 57th District 13181 Crossroads Parkway North, Suite 260 Industry, CA 91746	The Honorable Robert Pacheco California State Assembly, 60th District 17800 Castleton Street, Suite 125 Industry, CA 91748	The Honorable Dennis Mountjoy California State Assembly, 59th District 500 North 1st Avenue, Suite 3 Arcadia, CA 91006	The Honorable Michael D. Antonovich Supervisor, Los Angeles County 869 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, CA 90012
The Honorable Gloria Molina Supervisor, Los Angeles County 856 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, CA 90012	The Honorable Manuel Lozano Mayor, City of Baldwin Park 14403 East Pacific Avenue Baldwin Park, CA 91706	Honorable Members of City Council City of Baldwin Park 14403 East Pacific Avenue Baldwin Park, CA 91706	The Honorable Mike Touhey Mayor, City of West Covina P.O. Box 1440 West Covina, CA 91793
Honorable Members of City Council City of West Covina P.O. Box 1440 West Covina, CA 91793	The Honorable David A. Truax Mayor, City of Covina 125 East College Street Covina, CA 91723	Honorable Members of City Council City of Covina 125 East College Street Covina, CA 91723	The Honorable Curtis W. Morris Mayor, City of San Dimas 245 East Bonita Avenue San Dimas, CA 91773
Honorable Members of City Council City of San Dimas 245 East Bonita Avenue San Dimas, CA 91773	The Honorable Edward Cortez Mayor, City of Pomona 505 South Garey Avenue Pomona, CA 91766	Honorable Members of City Council City of Pomona 505 South Garey Avenue Pomona, CA 91766	The Honorable Rachel Montes Mayor, City of El Monte 11333 Valley Boulevard El Monte, CA 91731-3293
Honorable Members of City Council City of El Monte 11333 Valley Boulevard El Monte, CA 91731-3293	The Honorable Tony Cartagena Mayor, City of Walnut P.O. Box 682 Walnut, CA 91788-0682	Honorable Members of City Council City of Walnut P.O. Box 682 Walnut, CA 91788-0682	

TABLE 6-2
DISTRIBUTION LIST FOR AGENCIES, LOCAL JURISDICTIONS AND OTHER INTERESTED PARTIES FOR THE DRAFT ENVIRONMENTAL DOCUMENT

FEDERAL AGENCIES			
Environmental Protection Agency Office of Federal Activities (A104) 401 M Street SW Washington, DC 20460	Director, Office of Environmental Affairs U.S. Department of the Interior Main Interior Building, MS 2340 1849 C Street, NW Washington, DC 20240	Mr. Hymie Luden Federal Transit Administration, Region 9 201 Mission Street, Suite 2210 San Francisco, CA 94105	Director, Office of Environmental Compliance U.S. Department of Energy 1000 Independence Avenue, SW, Room 4G-064 Washington, DC 20585
Environmental Clearance Officer U.S. Department of Housing & Urban Development 450 Golden State Avenue P.O. Box 36003 San Francisco, CA 94102	William K. Barth Office of Community and Planning Development Department of Housing and Urban Development 611 West 6th Street, Suite 800 Los Angeles, CA 90017	Karen Armes, Regional Director Federal Emergency Management Agency Building 105 Presidio, CA 94129	Mr. Ken Berg, Field Supervisor U.S. Fish and Wildlife Service Carlsbad Field Office 2730 Loker Avenue West Carlsbad, CA 92008
Natural Resources Conservation Service Lancaster Service Center 44811 North Date Avenue, Suite G Lancaster, CA 93534	District Commander U.S. Army Corps of Engineers, Los Angeles District Attn: Public Affairs Office, Suite 1525 911 Wilshire Boulevard Los Angeles, CA 90012	Scott Waldman Department of Health and Human Services 200 Independence Avenue SW, Room 709D Washington, DC 20201	Federal Railroad Administration Office of Policy and Plans 400 7th Street, SW Washington, DC 20201
Center for Disease Control Center for Environmental Health & Injury Control Special Programs, Mail Stop F-29 1600 Clifton Road Atlanta, GA 30333			

TABLE 6-2
DISTRIBUTION LIST FOR AGENCIES, LOCAL JURISDICTIONS AND OTHER INTERESTED PARTIES FOR THE DRAFT ENVIRONMENTAL DOCUMENT

STATE AGENCIES			
Office of Planning and Research State Clearinghouse P.O. Box 3044 Sacramento, CA 95812-3044	Dr. Knox Mellon State Historic Preservation Officer Office of Historic Preservation Department of Parks and Recreation P.O. Box 942896 Sacramento, CA 94296-0001	Executive Officer California Wildlife Conservation Board 1416 Ninth Street Sacramento, CA 95814	Director, Long Range Planning University of California 300 Lakeside Drive, 12th floor Oakland, CA 94612
Assistant Vice President Department of Budget and Planning University of California Berkeley, CA 94720-1510	Vice Chancellor Physical Planning and Development The California State University Attn: Contract Management 400 Golden Shore Boulevard Long Beach, CA 90802-4275	President Bob H. Suzuki California State Polytechnic University, Pomona 3801 West Temple Avenue Pomona, CA 91768	Mr. Ray Toohey, Southern California Representative State of California Public Utilities Commission 320 West 4th Street, Suite 500 Los Angeles, CA 90013
Chief M.L. Brown California Highway Patrol, Southern Division 411 North Central Avenue, Suite 410 Glendale, CA 91203-2020			
REGIONAL AND LOCAL GOVERNMENTS			
Mr. Abdollah Ansari, Project Manager Metropolitan Transportation Authority One Gateway Plaza, MS 99-22-4 Los Angeles, CA 90012-2952	Mr. Dennis Dickerson, Executive Officer Los Angeles Regional Water Quality Control Board 320 West 4th Street, Suite 200 Los Angeles, CA 90013	Mr. Barry R. Wallerstein, Executive Officer South Coast Air Quality Management District 21865 East Copley Drive Diamond Bar, CA 91765	Mr. Mark A. Pisano, Executive Director Southern California Association of Governments 818 West Seventh Street, 12th Floor Los Angeles, CA 90017
Mr. David R. Solow, Chief Executive Officer Southern California Regional Rail Authority 700 South Flower Street, Suite 2600 Los Angeles, CA 90017	Mr. James Hartl Director of Regional Planning Los Angeles County 320 West Temple Street, Room 1390 Los Angeles, CA 90012	Mr. James A. Noyes Director, Department of Public Works County of Los Angeles 125 South Baldwin Avenue Arcadia, CA 91007	Mazan Dudar, Office Manager County of Los Angeles Department of Public Works San Gabriel Valley Region 125 South Baldwin Avenue Arcadia, CA 91007

TABLE 6-2
DISTRIBUTION LIST FOR AGENCIES, LOCAL JURISDICTIONS AND OTHER INTERESTED PARTIES FOR THE DRAFT ENVIRONMENTAL DOCUMENT

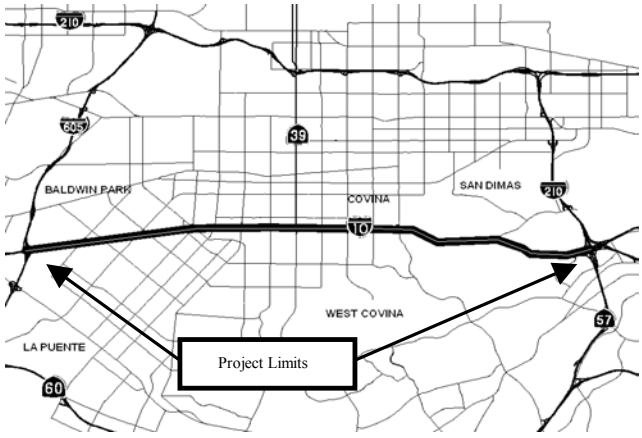
REGIONAL AND LOCAL GOVERNMENTS			
Los Angeles County Flood Control District 900 South Freemont Avenue Alhambra, CA 91803-1331	Leroy D. Baca, Sheriff Los Angeles County Sheriff's Department 4700 Ramona Boulevard Monterey Park, CA 91754	Chief P. Michael Freeman Los Angeles County Fire Department 1320 North Eastern Avenue Los Angeles, CA 90063	Dayle Keller, Chief Executive Officer City of Baldwin Park 14403 East Pacific Avenue Baldwin Park, CA 91706
Andrew Pasmant, City Manager City of West Covina P.O. Box 1440 West Covina, CA 91793	Paul Philips, City Manager City of Covina 125 East College Street Covina, CA 91723	Blaine M. Michaelis, City Manager City of San Dimas 245 East Bonita Avenue San Dimas, CA 91773	Doug Dunlap, City Manager City of Pomona 505 South Garey Avenue Pomona, CA 91766
Harold Johanson, City Manager City of El Monte 11333 Valley Boulevard El Monte, CA 91731-3293	Jeffrey C. Parker, City Manager City of Walnut P.O. Box 682 Walnut, CA 91788-0682	Dr. Susan C. Parks, Superintendent Baldwin Park Unified School District 3699 North Holly Avenue Baldwin Park, CA 91706	Superintendent Michael S. Miller Covina Valley Unified School District 519 East Badillo Road Covina, CA 91723
Kevin McDonald, Planning Director Foothill Transit District 100 North Barranca Avenue, Suite 100 West Covina, CA 91791	Mike Lee Acting Redevelopment Manager West Covina Redevelopment Agency, PO Box 1440 West Covina, CA 91793	Mr. Chris Vogt Director of Public Works City of Pomona 505 South Garvey Avenue Pomona, CA 91766	Shannon A. Yauchzee Acting Public Works Director City of West Covina PO Box 1440, Room 215 West Covina, CA 91793
Douglas McIsaac Planning Director City of West Covina PO Box 1440, Room 208 West Covina, CA 91793			
OTHER INTERESTED PARTIES			
California Native Plant Society 1722 J Street, Suite 17 Sacramento, CA 95814	California Wildlife Federation P.O. Box 1527 Sacramento, CA 95812	Greyhound Lines Corporate Communications 15110 North Dallas Parkway Dallas, TX 75248	Daniel Walker Sierra Club Transportation Committee 7416 West 82nd Street Los Angeles, CA 90045
Sierra Club Los Angeles Chapter 3435 Wilshire Boulevard, Suite 320 Los Angeles, CA 90010-1904	Dan Beal, Manager, Transportation Policy Automobile Club of Southern California 3333 Fairview Road Costa Mesa, CA 92626	Tammie Carmell, Executive Director Covina Chamber of Commerce 935 West Badillo Street #100 Covina, CA 91722	Betty Serjeant, Executive Director Pomona Chamber of Commerce P.O. Box 1457 Pomona, CA 91769-1457

TABLE 6-2
DISTRIBUTION LIST FOR AGENCIES, LOCAL JURISDICTIONS AND OTHER INTERESTED PARTIES FOR THE DRAFT ENVIRONMENTAL DOCUMENT

Art Maude 214 South Astell Avenue West Covina, CA 91790	Roy Courtney 2685 Adobe Falls Road Lompoc, CA 93436	Howard Rubin 485 East Laurel Avenue Sierra Madre, CA 91024-2022	Lucille Dunn 1775 South San Gabriel Boulevard San Marino, CA 91108
John Moffitt 136 West Green Street Pasadena, CA 91105	Janice Kappmeyer 1727 East Mardina Street West Covina, CA 91791	Karen Brubaker 1730 East Mardina Avenue West Covina, CA 91791	

OTHER INTERESTED PARTIES			
Ted Powl, Executive Director San Dimas Chamber of Commerce 246 East Bonita Avenue P.O. Box 175 San Dimas, CA 91773	Stephen Morrow, President Walnut Chamber of Commerce 398 South Lemon Creek Drive, Suite 1 Walnut, CA 91789	Marian Petee, Executive Director West Covina Chamber of Commerce 811 South Sunset West Covina, CA 91790	Natural Resources Defense Council 6310 San Vicente Boulevard, #250 Los Angeles, CA 90048

Re-initiation of Studies
Seeking Public Comment on Plans for Addition of High Occupancy Vehicle Lane to East and Westbound Interstate 10 in Los Angeles County



WHAT IS BEING PLANNED?

The California Department of Transportation (Department) is proposing to widen the existing I-10 facility between Interstate Route 605 and State Route 57 (approximately 11.2 miles) by constructing one High Occupancy Vehicle (HOV) lane in each direction with possible climbing lanes, pavement rehabilitation, restriping existing lanes, widening existing freeway bridges, installing guardrails, and constructing soundwalls and retaining walls as necessary. This project will accommodate traffic growth associated with planned, approved development and it is an integral element of the proposed regional freeway-based HOV system in Los Angeles County. This would create an additional 11.18 miles of lanes in each direction with a total width of 81 feet in each direction.

WHY THIS NOTICE?

Caltrans is initiating studies for this improvement. Preliminary studies indicate that the appropriate environmental document should be a Negative Declaration/Finding of No Significant Impact. A public hearing will be held to discuss the project studies when sufficient engineering, environmental, and socioeconomic data is collected. This hearing will be publicized and you will be notified in advance of the time and location.

WHERE DO YOU COME IN?

The purpose of this notice is to gather public comments regarding the described project and to insure an early public involvement of public agencies, interested groups, and individuals in the environmental process.

We are pleased to answer any questions you may have with regards to this project. Please send written comments by February 23, 2002 to:

Ronald J. Kosinski, Deputy District Director
California Department of Transportation
Division of Environmental Planning (10 HOV)
120 South Spring Street - Mail Stop 16A
Los Angeles, CA 90012

CONTACT

If you wish to be on a mailing list for actions concerning this project or if you have any questions regarding this project, please contact Gary Iverson in the Division of Environmental Planning at (213) 897-3818.

SAMPLE NEWSPAPER ADVERTISEMENT

Foothill Transit

December 28, 2001

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Subject: I-10 HOV Lane Addition

Dear Mr. Kosinski:

Thank you for your notification of the planned addition of an HOV Lane in each direction along I-10 between Route 605 and SR 57. Foothill Transit received this document on December 20, 2001.

As you are most likely well aware, Foothill Transit operates several lines along I-10 and the addition of an HOV lane along this freeway segment would significantly benefit our transit operations. Any details regarding the projected dates and times of construction would greatly assist us in our route planning and customer notification efforts. We look forward to working with Caltrans to mitigate traffic impacts during the construction.

Please feel free to contact me at (626) 967-2274, extension 258 with further details or if I can be of any assistance.

Sincerely,

Kevin McDonald
Director of Planning

100 North Barranca Avenue, Suite 100 • West Covina, California 91791-1600 • 626/967-2274 • Fax 626/915-1143

Public Works Department

January 22, 2002

Ronald J. Kosinski, Deputy District Director RK
Division of Environmental Planning, Caltrans
120 South Spring Street
Los Angeles, CA 90012

RE: RE-INITIATION OF STUDIES FOR I-10 HOV LANES

Dear Mr. Kosinski:

The City of West Covina owns and maintains facilities and infrastructure within the proposed project area. The City also has some serious issues that are raised by this proposed project and the additional right-of-way that Caltrans may need to acquire, and the impacts of such on the City and affecting businesses and residents. These include but may not be limited to:

- Mitigation for loss of parking for established commercial sites.
- Relocation of commercial signs.
- Sound walls and noise mitigation for adjacent residential areas - designing and articulation, artwork, and landscaping.
- Graffiti prevention measures for signs and sound walls.
- Bridge design and/or reconstruction and modification.
- Enhanced landscaping at on/off-ramps and commercial areas in conjunction with the widening. Re-landscaping of areas where landscaping is disturbed or removed.
- Evaluation of drainage (may require hydrology and hydraulic study) and mitigation of any impacts of the project.
- Impact on local streets, traffic conditions, street construction and/or realignment, street lights, and re-location of utilities and mitigation.
- Flood control during construction.
- Detouring of traffic during construction.
- Parcel and sub-parcel relinquishments.
- Signal modifications/enhancements of Caltrans-controlled intersections.
- Public relations and outreach to the community by Caltrans before and during construction.
- The decision to conduct a Negative Declaration as opposed to an EIR/EIS.

1444 W. Garvey Avenue South • PO Box 1440 • West Covina, CA 91793 • Phone (626) 814-8425 • Fax (626) 813-8660

It also appears that the required right-of-way width as presented in the preliminary plans delivered to the City could be reduced in certain critical areas to reduce or eliminate negative impacts on adjacent properties and local streets. The City Redevelopment Agency also has an interest in properties affected by this project and responding separately. Staff looks forward to the cooperation of your agency to consider all pertinent issues, to develop alternatives and to resolve these issues as the project moves forward. Please mail correspondences to the following:

Shannon A. Yauchzee, Acting Public Works Director
City of West Covina
P.O. Box 1440, Room 215
West Covina, CA, 91793

Douglas McIsaac, Planning Director
City of West Covina
P.O. Box 1440, Room 208
West Covina, CA, 91793

If you have any questions, please feel free to call Mr. Yauchzee at (626) 814-8416 or Mr. McIsaac at (626) 814-8422.

Sincerely,

Shannon A. Yauchzee
Acting Public Works Director

Douglas McIsaac
Planning Director

Cc: Andrew G. Pasmant, City Manager

REDEVELOPMENT AGENCY

January 17, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation (Caltrans)
120 South Spring Street
Los Angeles, CA 90012

Re: Re-initiation of Studies, I-10 HOV Lanes

Dear Mr. Kosinski:

The City of West Covina Redevelopment Agency ("Agency") has been forwarded a copy of your letter dated December 17, 2001 to the City of West Covina regarding the proposed addition of one High Occupancy Vehicle (HOV) lane in each direction on the San Bernardino Freeway (I-10).

The Agency believes that the proposed addition of HOV lanes would create such a significant impact to the Agency (e.g., loss of tax increment revenues, adverse impact to redevelopment projects within redevelopment project areas, restriction on future redevelopment projects), and West Covina businesses adjacent to the freeway that an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) would be warranted.

Furthermore, the Agency is expressing concerns over the proposed comment section in your letter; more specifically areas of concern pertain to the following:

- Sunset to Chevy's Restaurant (at Westfield Shoppingtown) Removal of 110 parking stalls adjacent to the Plaza from the freeway; also removal of 20 parking spaces on the north side of the street across from the National Sports Grill.
- Vincent to Glendora (at Edwards Theater) - Removal of all the parking stalls (133 plus 3 handicapped) adjacent to the freeway, and potentially affecting the parking structure
- Azusa to Hollenbeck (at Auto Row) – Removal of the Honda freeway sign and parking spaces adjacent to the freeway at the Honda dealership.
- Hollenbeck to Citrus (at Villa Tempera) – Potential effect on parking lot at Villa Tempera restaurant.
- The Redevelopment Agency has invested significant project funds to eliminate blight in affected areas, which resulted in generating substantial sales and property tax revenues.

ecd490ml

1444 West Garvey Avenue • P.O. Box 1440 • West Covina • CA 91793 • Phone (626) 814-8417 • Fax (626) 813-8665

The proposed elimination of the same improvements would have a potential negative impact to the City and Agency.

The Agency believes that the above-referenced impacts would require special consideration in order to minimize the potential impact to the affected businesses. Kindly include the Agency on future notifications and correspondence as follows:

Mike Lee
Acting Redevelopment Manager
West Covina Redevelopment Agency
P.O. Box 1440
West Covina, CA 91793

If you have any questions, please feel free to call me.

Sincerely,

Christopher J. Chung
Redevelopment Director

TABLE 6-3
SUMMARY OF LOCAL COORDINATION MEETINGS

Date	Location	Local Agency and Titles
March 28, 2001	Baldwin Park	Shafique Naiyer, City Engineer Arjan Idnani, Engineering Manager Richard Forintos, Director of Community Development Mark Stedman, Police Department Dayle Keller, Co-Chair, City Council
April 30, 2001	West Covina	Doug McIsaac, Planning Director Thomas M. Mayer, Public Works Director/City Engineer
March 27, 2002	West Covina	Shannon Yauchzee, Acting Director of Public Works Naresh Palkhiwala, Principal Engineer Doug McIsaac, Planning Director Christopher Chung, Community Redevelopment Agency Mike Lee, Community Redevelopment Agency Jeff Anderson, Planning Department Greg Fitchitt, Westfield Shoppingtown Manager

SECTION 7.0
LIST OF PREPARERS

Section 7.0
LIST OF PREPARERS

7.1 CALTRANS DEPARTMENT OF TRANSPORTATION DISTRICT 7

7.1.1 DIVISION OF ENVIRONMENTAL PLANNING

Ron Kosinski, Deputy District Director
Gary Iverson, Senior Environmental Planner
Adam Sriro, Associate Environmental Planner (Archeologist)
Charlotte Kay, Environmental Planner
Laura Dittman, Environmental Planner
Robert Wang, Environmental Planner
Paul Caron, Senior Environmental Planner (District Biologist)
Adelina Munoz, Environmental Planner (Biologist)
Kelly Ewing, Associate Environmental Planner (Architectural Historian)
Claudia Harbert, Associate Environmental Planner (Architectural Historian)

7.1.2 OFFICE OF ENVIRONMENTAL ENGINEERING AND FEASIBILITY STUDIES

Steve Chan, Senior Transportation Engineer (Hazardous Waste Coordinator, South Region)
Samuel Yang, Traffic Engineer
Fouad E. Abdelkerim, Senior Environmental Planner (Environmental Engineering and Feasibility Studies)

7.1.3 ENGINEERING SERVICE CENTER, DIVISION OF MATERIALS AND FOUNDATIONS

Gustavo Ortega, C.E.G., C.H.G. Special Studies Geologist

7.1.4 OFFICE OF RIGHT OF WAY ACQUISITION AND RELOCATION ASSISTANCE

Lorna Foster, Associate Right of Way Agent

7.1.5 OFFICES OF DESIGN

Refugio Dominguez, Senior Transportation Engineer, District 7
Christine Song, Transportation Engineer, District 7
Jun Xu, Senior Transportation Engineer, District 6
Rodrigo Cruz, Transportation Engineer, District 6
Irene Lee, Transportation Engineer, District 6

7.16 OFFICE OF PROGRAM/PROJECT MANAGEMENT

Mehdi Salehinik, Project Manager, District 7

7.2 FEDERAL HIGHWAY ADMINISTRATION

Cesar Perez, Senior Transportation Engineer

7.3 P&D CONSULTANTS, INC. (Environmental Document Preparation)

Sylvia M. Salenius, AICP, Principal-in-Charge
Christine Huard-Spencer, Senior Project Manager
Warren Sprague, Socioeconomics
Gilberto Ruiz, Environmental Planner
Ann Reynolds, Environmental Analyst
Jerry Flores, Environmental Analyst
Scott Holbrook, Biologist
Romi Archer, Environmental Planner
Mello D. Hrdlicka, Environmental Analyst
Jeff Post, Graphics
Daryl Fisher, Word Processing

APPENDICES

APPENDIX A
Preliminary Plan Layouts

Appendix A
PRELIMINARY PLAN LAYOUTS

This appendix contains preliminary plan layouts for the proposed High Occupancy Vehicle (HOV) lanes project, for Segments 1, 2 and 3 on Interstate 10 (I-10).

The segments cover the following sections on I-10:

Segment 1: This western segment extends from the Interchange of I-10 with Interstate Route 605 (I-605) to just west of the Puente Avenue Undercrossing in the City of Baldwin Park.

Segment 2: This segment extends from just west of the Puente Avenue undercrossing in Baldwin Park to just west of the Citrus Street Interchange ramps in the City of West Covina.

Segment 3: This eastern segment extends from just west of the Citrus Street Interchange ramps in West Covina to the western side of the State Route 57 (SR 57)/SR 71/Interstate Route 210 (I-210) Interchange in the Cities of San Dimas and Pomona.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

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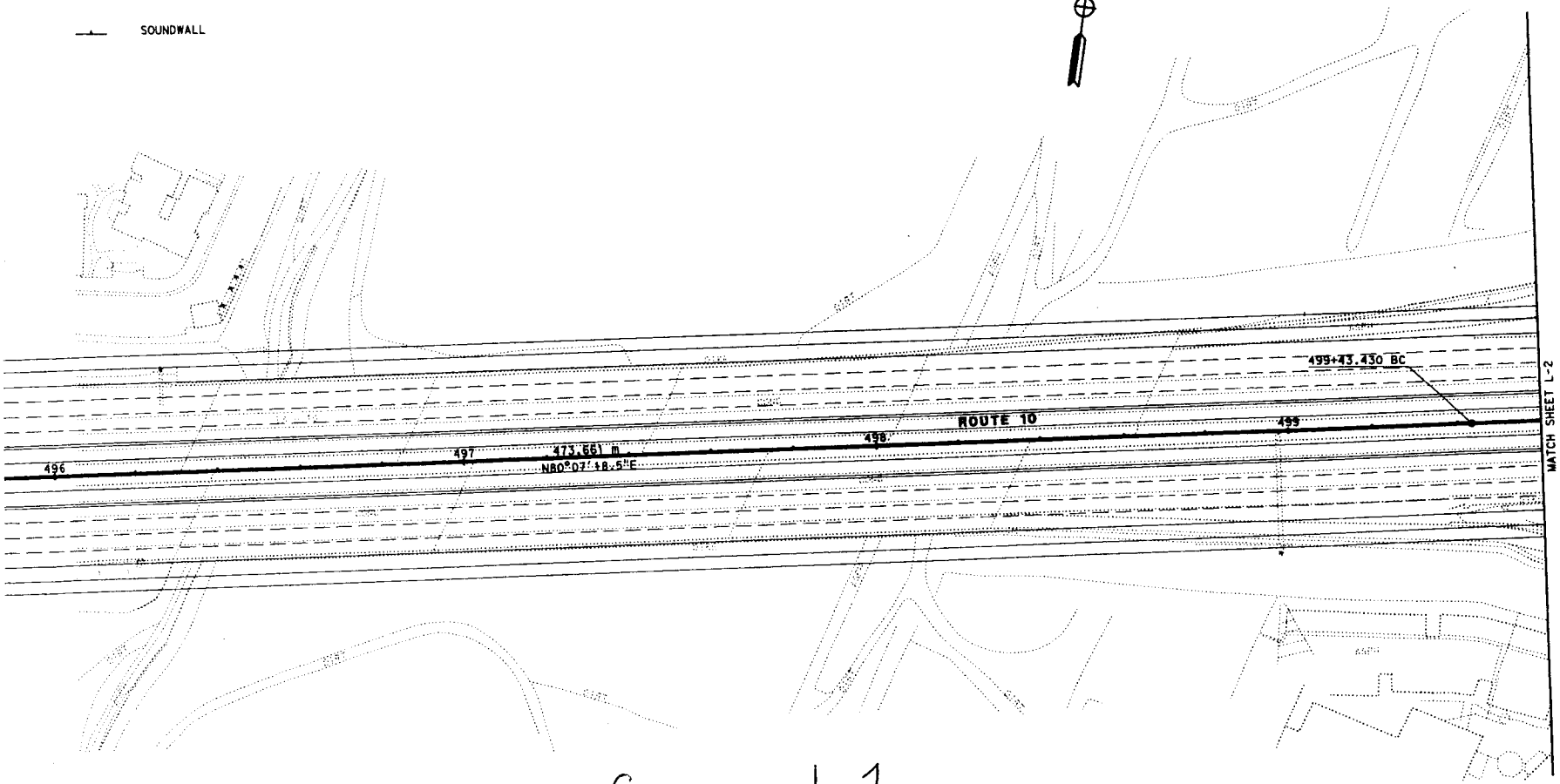
Caltrans Metric

PRELIMINARY PLAN SUBJECT TO CHANGE

LEGEND

- BRIDGE WIDENING OR REPLACEMENT
- RETAINING WALL
- SOUNDWALL



Segment 1

LAYOUT

SCALE: 1:500

L-1

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

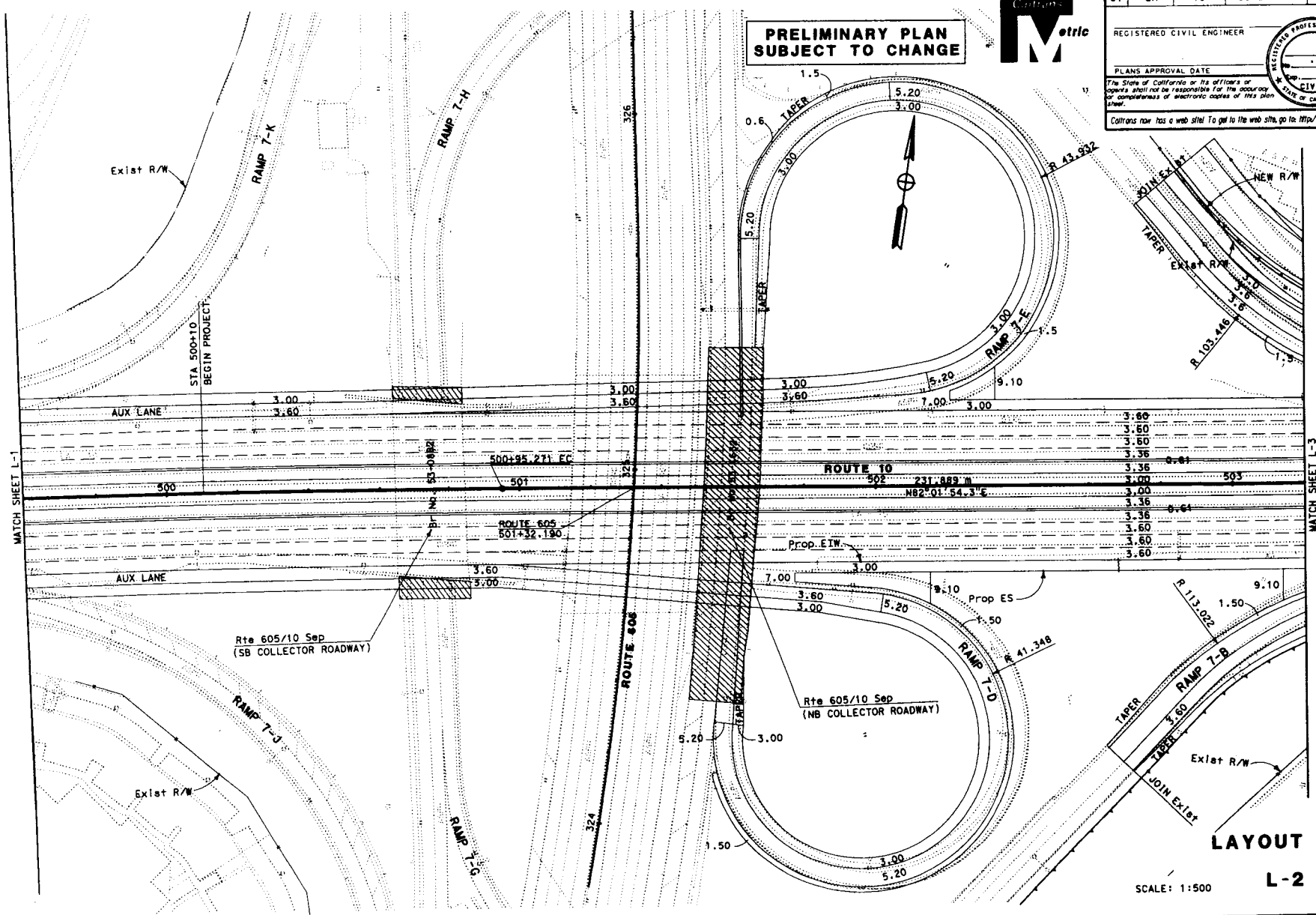
FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => t6mmof1
DGN FILE => 101.dgn

CU 06249

EA 117070

LAST REVISION DATE PLOTTED => 27-SEP-2002
09-25-02 TIME PLOTTED => 09:53



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => tsmart
DGN FILE => 102.dgn

CU 06249

EA 117070

LAST REVISION 09-25-02

DATE PLOTTED => 27-SEP-2002
TIME PLOTTED => 09:56

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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Caltrans now has a web site! To get to the web site, go to: http://www.dot.ca.gov

PRELIMINARY PLAN SUBJECT TO CHANGE

DATE REVISED BY | DATE REVISED

CALCULATED/ DESIGNED BY | CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

STORAGE 8550-005-031 (P)

PARKING STORAGE 8550-005-006 (P)

MOBILE HOME PARK 8550-005-005 (P)

TRAILER PARK 8550-005-004 (P)

GURROLA'S AUTO SERVICE & TOW 8550-005-003 (F)

JOIN EXIST

WESTCOTT Ave

POWER EASEMENT

8550-003-018

LANDSCAPE SUPPLY CENTER 8550-003-018 (P)

MOBILE HOMES 8550-003-017 (P)

8550-003-016 (P)

STINEY BLDG

PROPOSED GARVEY AVE

Exist R/W

NEW R/W

RAMP 7-H

AUX LANE

ROUTE 10

MATCH SHEET L-2

MATCH SHEET L-4

503+27.160 BC

504+79.653 EC

445.914 m

N80°07'18.4"E

R 1247.486

R 4595.958

R 4597.64

Prop ETW

Prop ES

RAMP 7-B

PROPOSED DALEWOOD St

NEW R/W

Exist R/W

DALEWOOD St

APARTMENT Bldg

8564-002-011 (F)

8564-002-010 (F)

8564-002-009 (F)

8564-002-008 (F)

POWER EASEMENT

8564-002-270 (P)

8564-003-002 VACANT LOT (P)

8564-003-003 VACANT LOT (P)

8564-003-021 VACANT LOT (P)

8564-003-006 VACANT LOT (P)

8564-003-020 VACANT LOT (P)

8564-003-009 (P)

8564-003-019 (F)

8564-003-017 (F)

JOIN Exist

LAYOUT

SCALE: 1:500

L-3

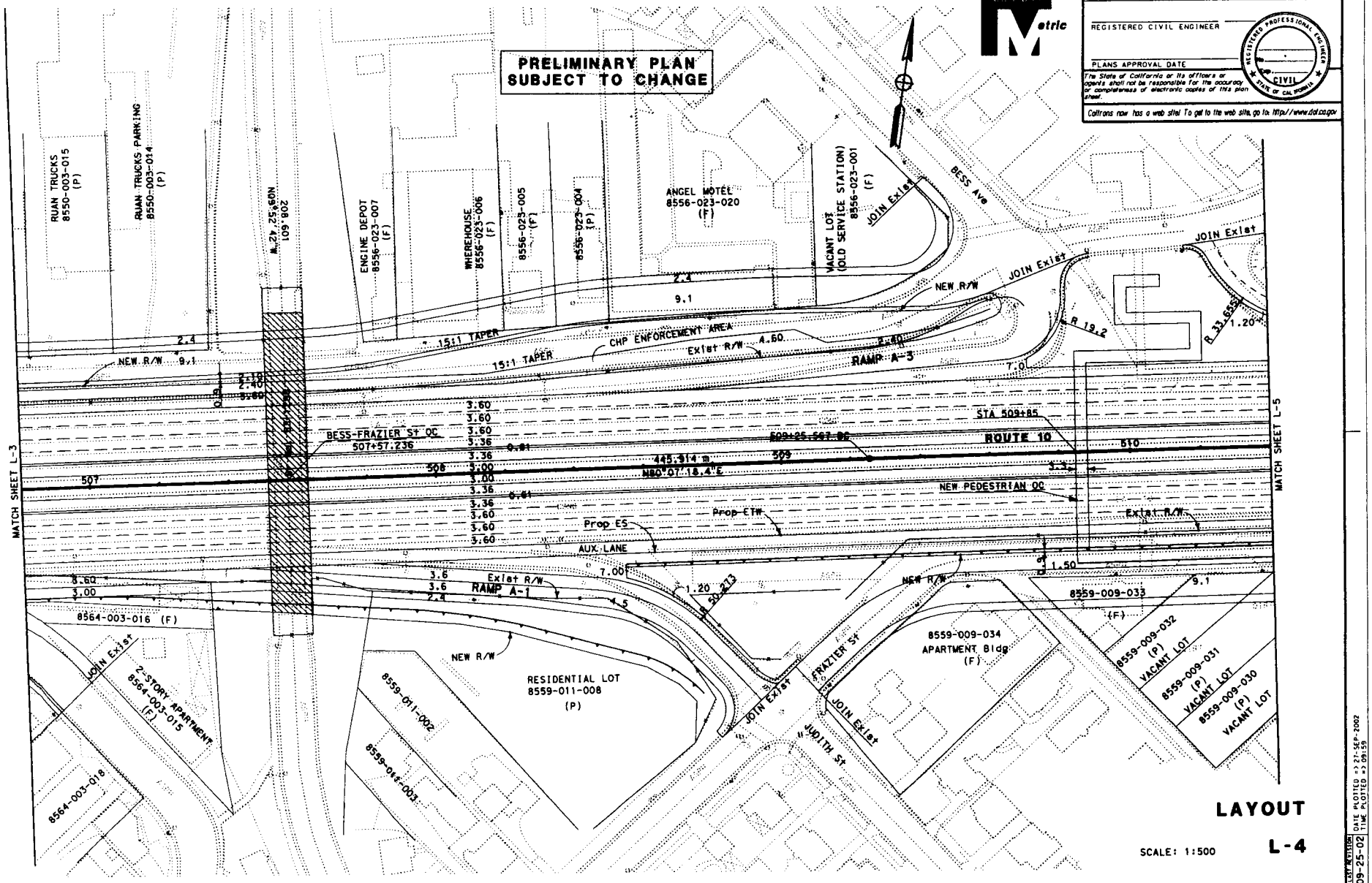
REVISION DATE PLOTTED => 27-SEP-2002
09-25-02 TIME PLOTTED => 09:57

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => tfmorl
DGN FILE => 103.dgn

CU 06249

EA 117070



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

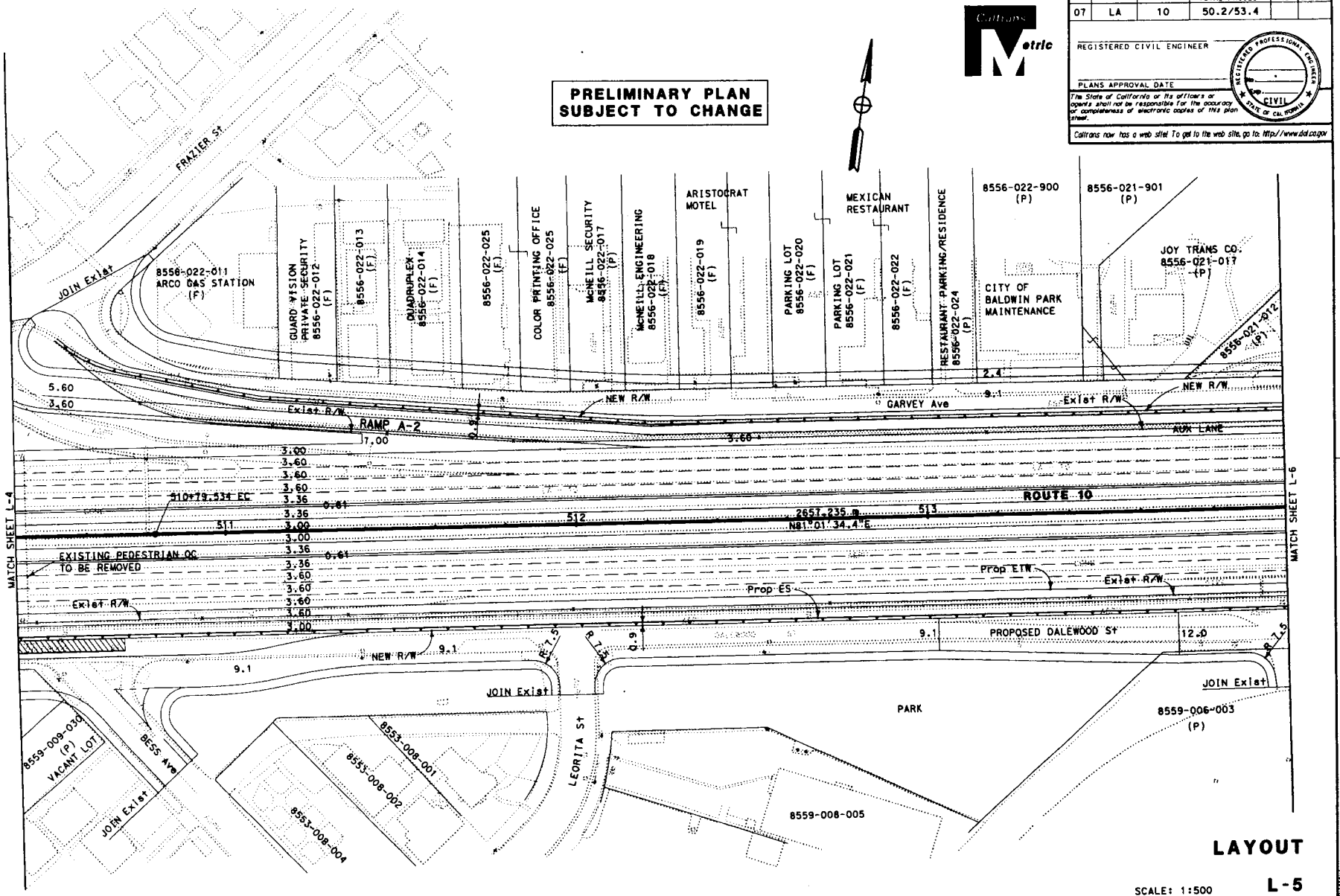
USERNAME => tmmarti
DGN FILE => 104.dgn

CU 06249

EA 117070

LAST REVISION
09-25-02

DATE PLOTTED => 27-SEP-2002
TIME PLOTTED => 09:59


PRELIMINARY PLAN
SUBJECT TO CHANGE
Caltrans Metric
DIST 07 | COUNTY LA | ROUTE 10 | KILOMETER POST TOTAL PROJECT 50.2/53.4 | SHEET NO | TOTAL SHEETS
REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA
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DATE REVISED BY DATE REVISED
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PROJECT ENGINEER
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT
FRAZIER ST
JOIN Exist
8556-022-011 ARCO GAS STATION (F)
GUARD VISION PRIVATE SECURITY 8556-022-012 (F)
8556-022-013 (F)
QUADRUPLEX 8556-022-014 (F)
8556-022-025 (F)
COLOR PRINTING OFFICE 8556-022-025 (F)
McNEILL SECURITY 8556-022-017 (P)
McNEILL ENGINEERING 8556-022-018 (F)
ARISTOCRAT MOTEL
8556-022-019 (F)
PARKING LOT 8556-022-020 (F)
MEXICAN RESTAURANT
PARKING LOT 8556-022-021 (F)
8556-022-022 (F)
RESTAURANT PARKING/RESIDENCE 8556-022-024 (P)
8556-022-900 (P)
8556-021-901 (P)
CITY OF BALDWIN PARK MAINTENANCE
JOY TRANS CO. 8556-021-017 (P)
8556-021-012 (P)
5.60
3.60
Exist R/W
RAMP A-2
NEW R/W
GARVEY Ave
AUX LANE
ROUTE 10
MATCH SHEET L-4
MATCH SHEET L-6
510+79.534 EC
2657.235 m
N81°01'34.4"E
EXISTING PEDESTRIAN OC TO BE REMOVED
Prop EIW
Prop ES
PROPOSED DALEWOOD ST
JOIN Exist
PARK
8559-009-030 (P) VACANT LOT
BESS Ave
8553-008-001
8553-008-002
8553-008-004
LEORITA St
8559-008-005
8559-006-003 (P)
LAYOUT
SCALE: 1:500
L-5
LAST REVISION 09-25-02
DATE PLOTTED => 27-SEP-2002
TIME PLOTTED => 10:01
FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80
USERNAME => tfinnaff
DGN FILE => 105.dgn
CU 06249
EA 117070

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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PRELIMINARY PLAN SUBJECT TO CHANGE

DATE REVISED BY | DATE REVISED

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PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

8556-018-017
(P)
RESIDENTIAL ACREAGE
VACANT LOT

8556-019-022
(F)
P.S. STORAGE

8556-019-022
(F)
P.S. STORAGE

SHOWROOM OFFICE FURNITURE
(F)

8556-019-023
(P)
ELECTRICAL SUPPLY CO.

PHOENIX SPAS
8556-019-014
(F)

PATIO COVERS/SUNROOMS
8556-021-012
(P)

8556-021-013
(P)
LOT

THIS LOT BEING
LEASED BY PATIO
TENANT

8556-021-014
(P)
LOT

NEXTEL
8556-021-015
(F)

JOIN Exist

R 88.587

NEW R/W

GARVEY Ave

Exist R/W

50:1 TAPER

AUX LANE

Prop ES

Prop ETW

ROUTE 10

515

2657.235 m
N81°01'34.4"E

MATCH SHEET L-5

MATCH SHEET L-7

Exist R/W

PROPOSED DALEWOOD St

NEW R/W

12.0

R 7.5

R 53

R 52.4

JOIN Exist

8559-006-003
(P)

KAISER HOSPITAL
PARKING STRUCTURE

ALTMAN'S RV YARD
8559-006-004
(F)
FULL TAKE DUE TO
AFFECTED RV PARKING
STORAGE

DALEWOOD St

LAYOUT

SCALE: 1:500

L-6

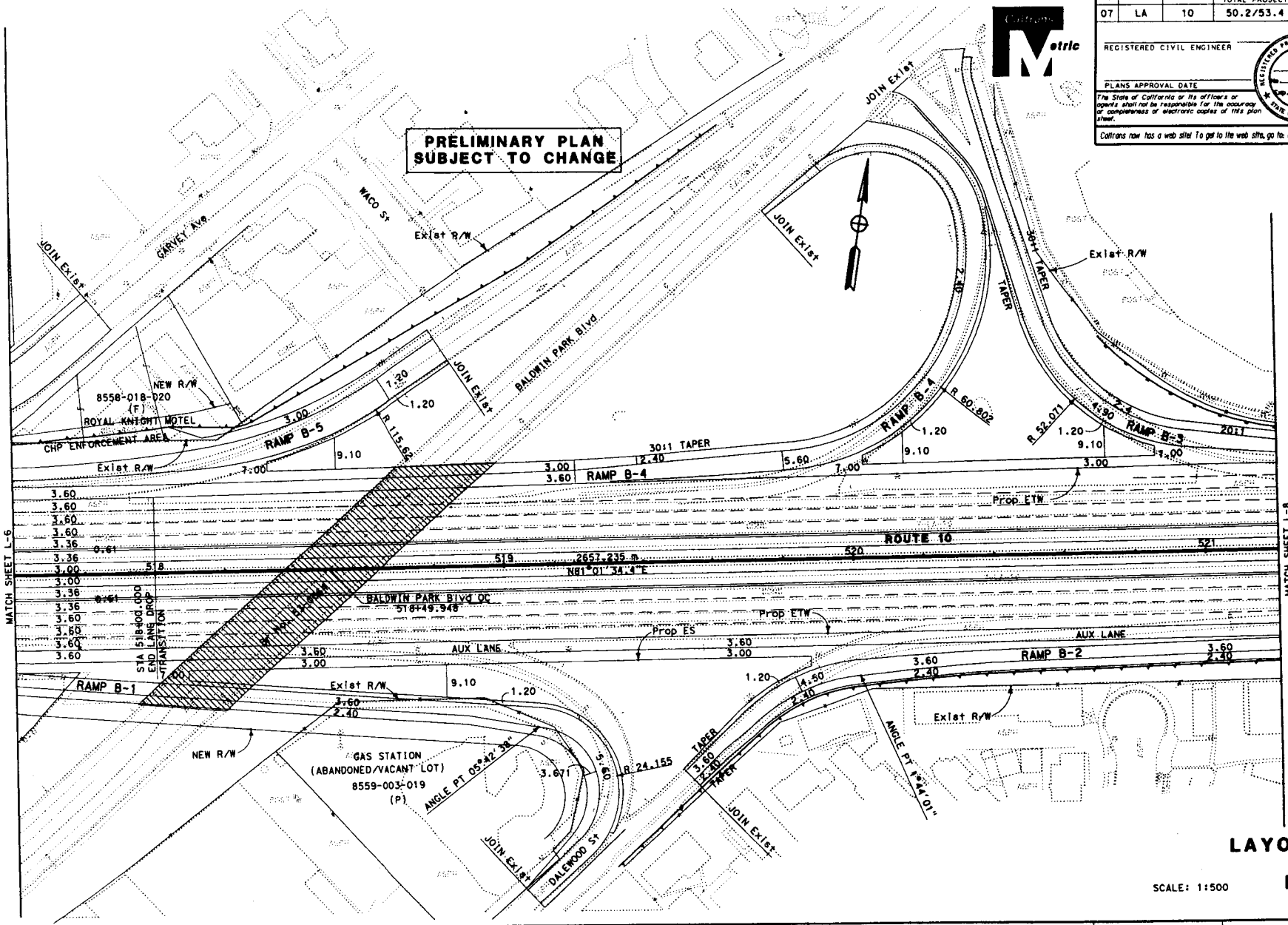
LAST REVISION DATE PLOTTED => 27-SEP-2002
09-25-02 TIME PLOTTED => 10:05

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => tfinnorf
DGN FILE => 106.dgn

CU 06249

EA 117070



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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DATE REVISED BY | DATE REVISED

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PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => 16mraf
DGN FILE => 107.dgn

CU 06249 | EA 117070

LAST REVISION 09-25-02 DATE PLOTTED => 27-SEP-2002 TIME PLOTTED => 10:49

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

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PRELIMINARY PLAN SUBJECT TO CHANGE

8555-018-006
IN-N-OUT BURGER INC

8555-018-007
STORE BUILDING

RAMP B-3

AUX LANE

ROUTE 10

2657.235' m
N81°01'34.4"E

PP No. 527.011

BASSET OH

Prop ETW

Prop ES

STA 522+60.000
END NB LANE

16:1 TAPER

Exist R/W

MATCH SHEET L-7

MATCH SHEET L-9

LAYOUT

SCALE: 1:500

L-8

DATE	REVISED BY	DATE REVISED

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CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

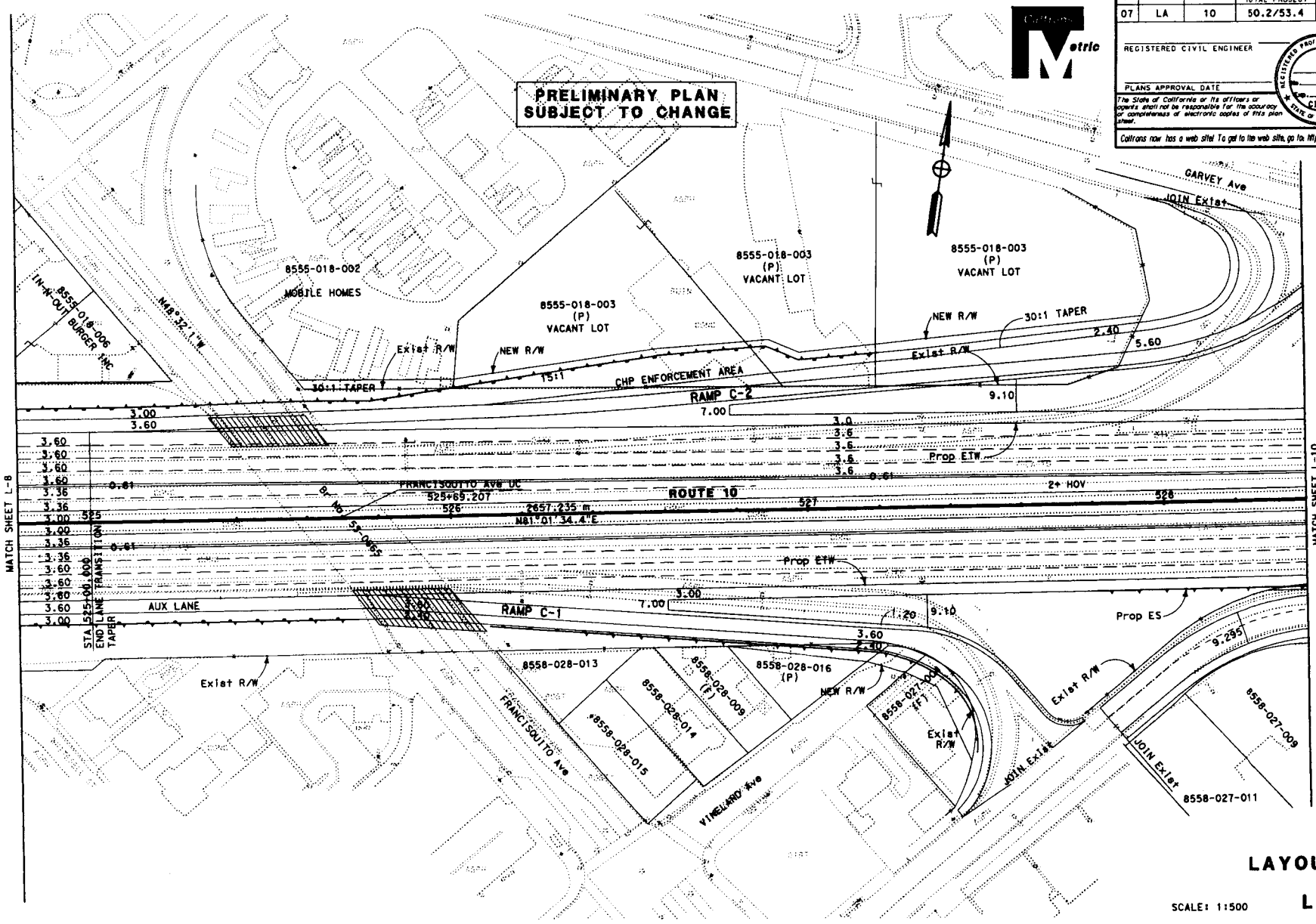
USERNAME => 16mmafi
DGN FILE => 108.dgn

CU 06249

EA 117070

LAST REVISION 09-25-02

DATE PLOTTED => 27-SEP-2002
TIME PLOTTED => 10:06



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

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Caltrans PROJECT DEVELOPMENT

LAYOUT

SCALE: 1:500

L-9

LAST REVISION 09-25-02

DATE PLOTTED => 27-SEP-2002

TIME PLOTTED => 10:08

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => t6mnafi

DGN FILE => 109.dgn

CU 06249

EA 117070

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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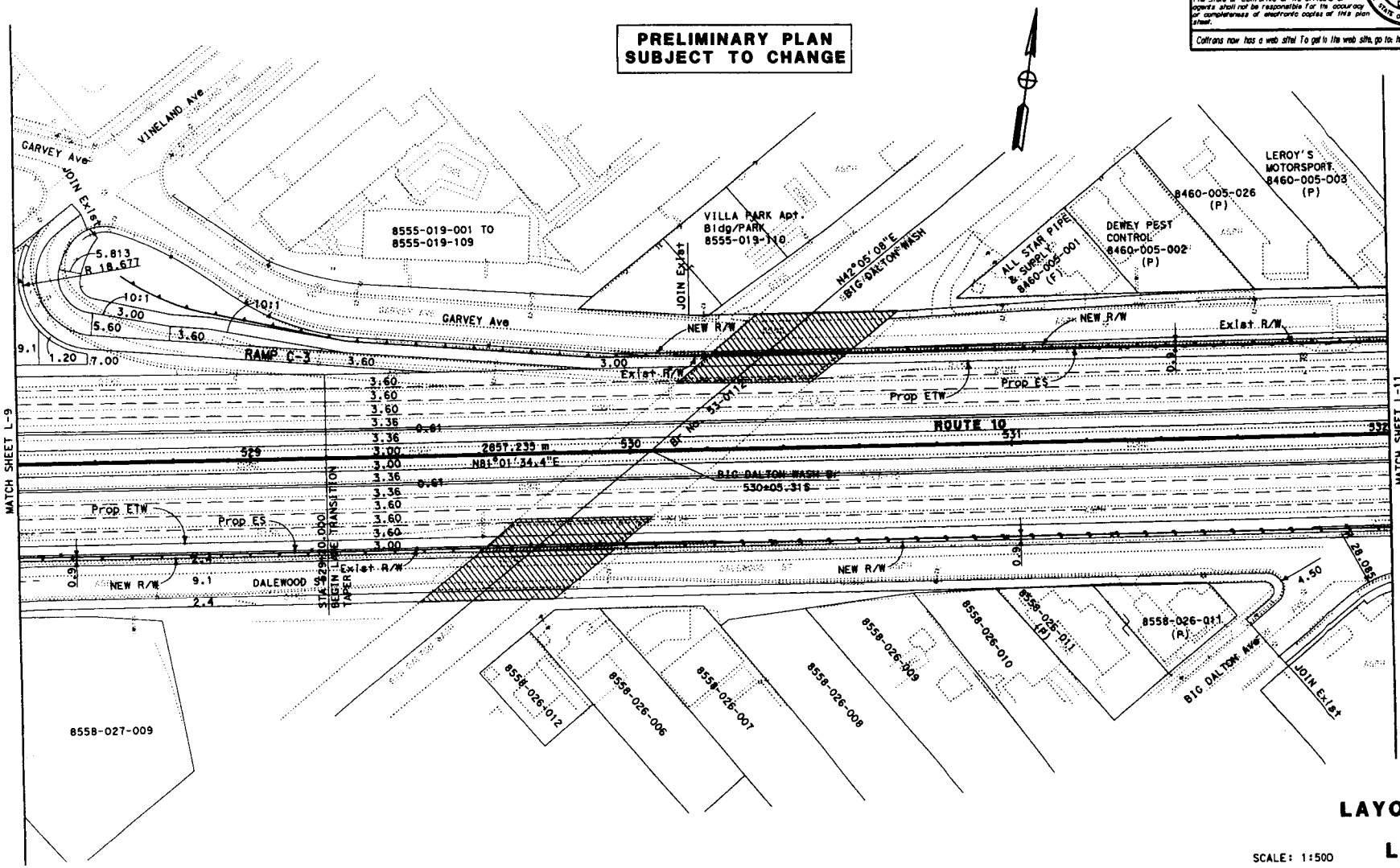
REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

PRELIMINARY PLAN SUBJECT TO CHANGE



LAYOUT

SCALE: 1:500

L-10

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

LAST REVISION 09-25-02

DATE PLOTTED => 27-SEP-2002

TIME PLOTTED => 10:10

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => rfmaf1

DGN FILE => 110.dgn

CU 06249

EA 117071

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	50.2/53.4		

REGISTERED CIVIL ENGINEER

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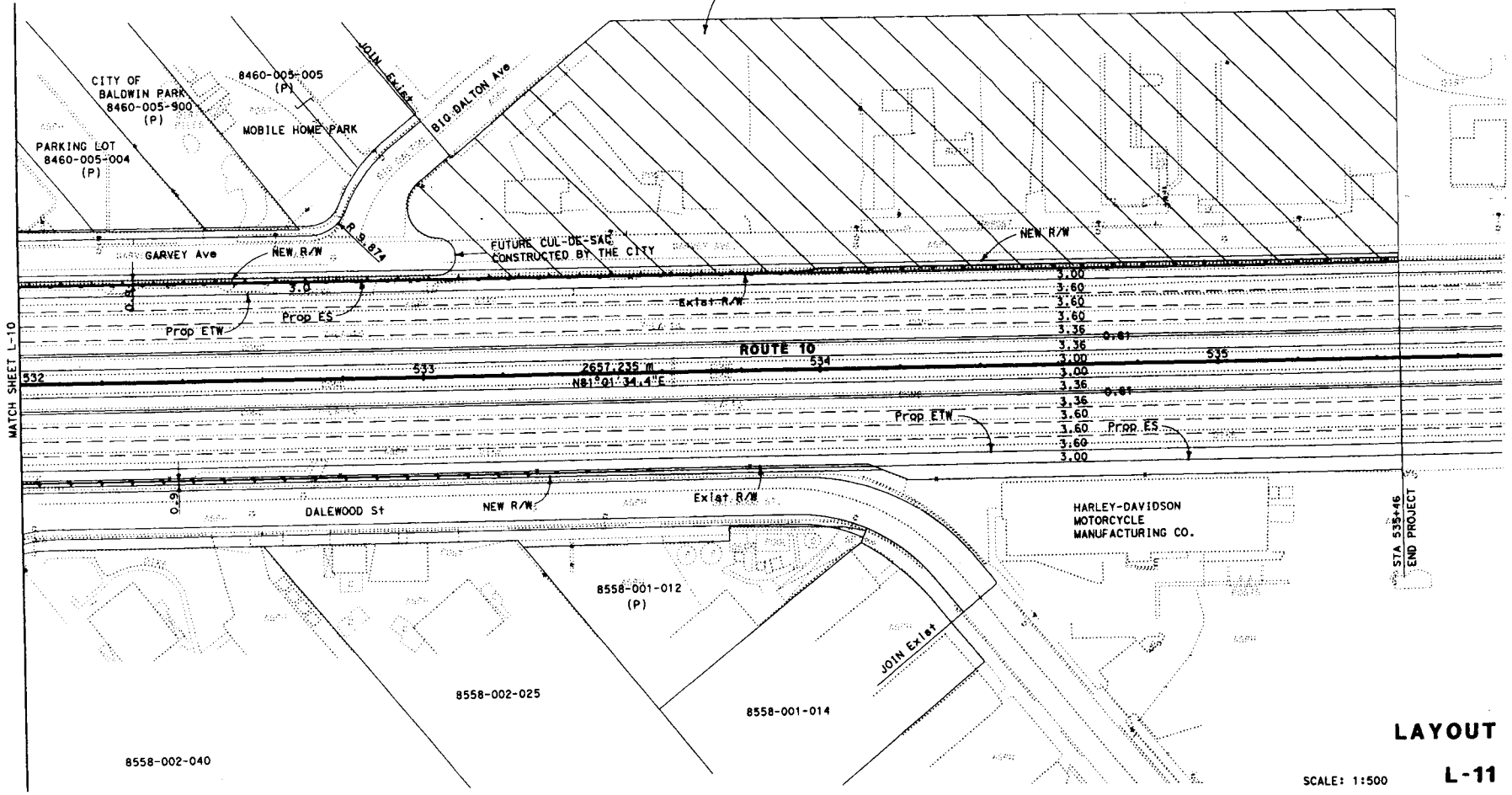
PRELIMINARY PLAN SUBJECT TO CHANGE

FRONTAGE ROAD WILL BE CLOSED AND THIS AREA WILL BE CONVERTED TO SHOPPING CENTER



LAYOUT

SCALE: 1:500

L-11

DATE	REVISED BY	DATE REVISED

CALCULATED/ DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => 16mafi
DGN FILE => 111.dgn

CU 06249

EA 117070

DATE PLOTTED => 27-SEP-2002
TIME PLOTTED => 10:11
09-25-02

CURVE NO	R (m)	Δ	L (m)	T (m)
①	42	50° 49' 04"	38.21	20.03

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

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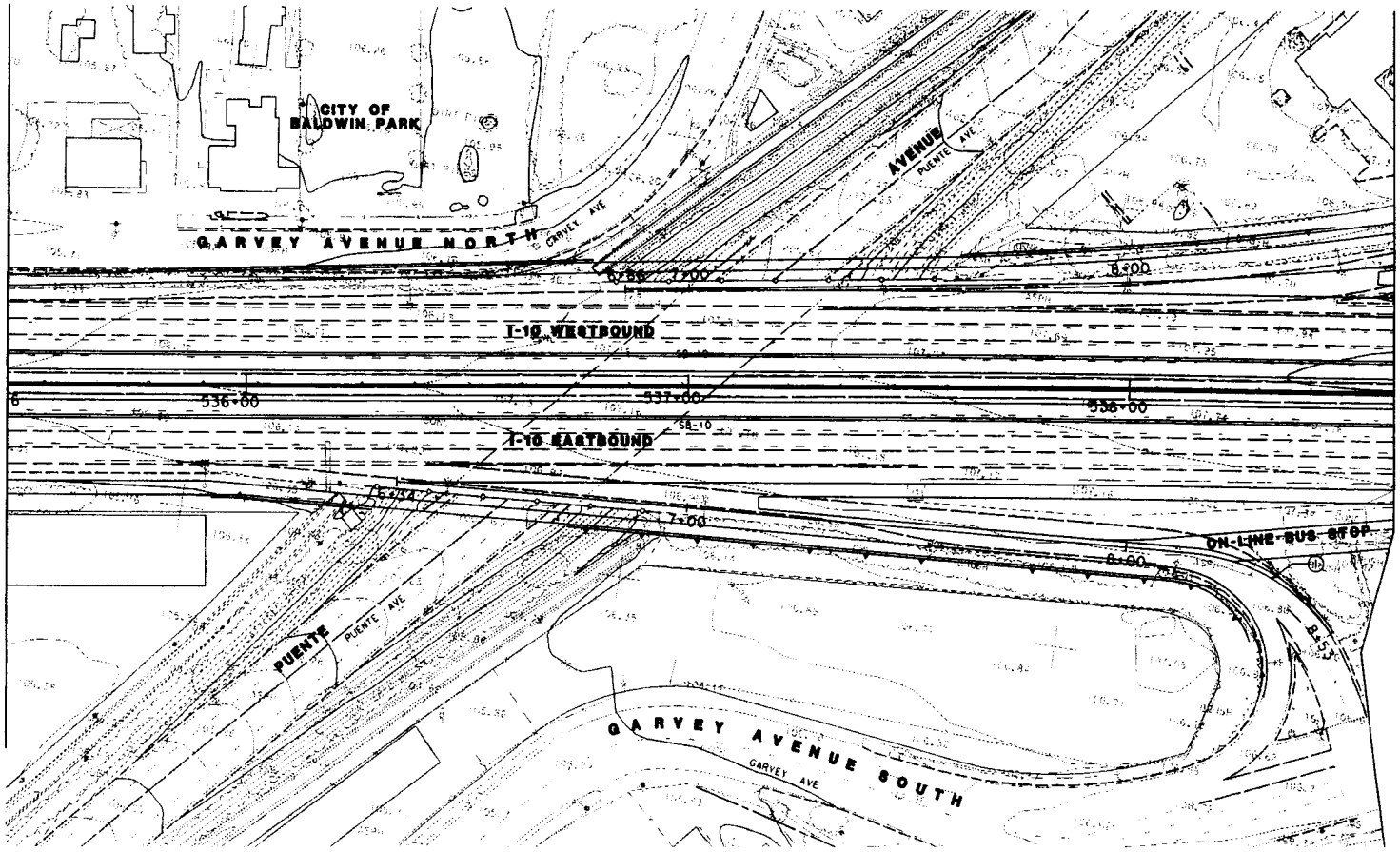

Segment 2.

NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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PROJECT ENGINEER

CALCULATED/ DESIGNED BY

CHECKED BY

DATE	REVISED BY
	DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER
DGN FILE => $REQUEST

CU 00000

EA 000000

LAST REVISION 00-00-00
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

CURVE NO	R (m)	Δ	L (m)	T (m)
2	90	47° 59' 47"	40.07	75.39
3	30.5	123° 16' 37"	56.46	65.58
4	34	75° 13' 15"	44.64	26.19

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

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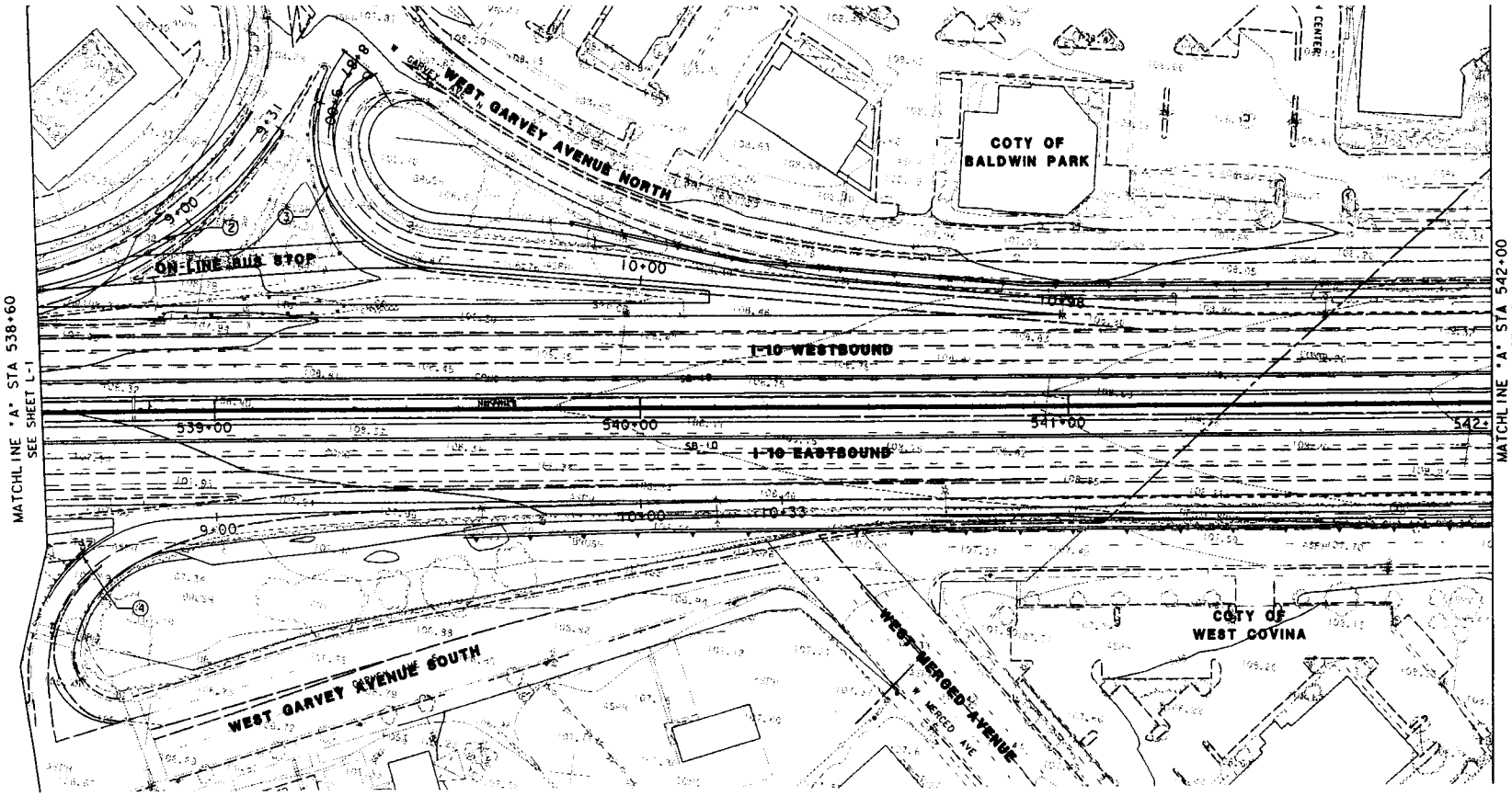

NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-2

DATE REVISED BY | DATE REVISED

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PROJECT ENGINEER

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LAST REVISION 00-00-00

DATE PLOTTED => #DATE

TIME PLOTTED => #TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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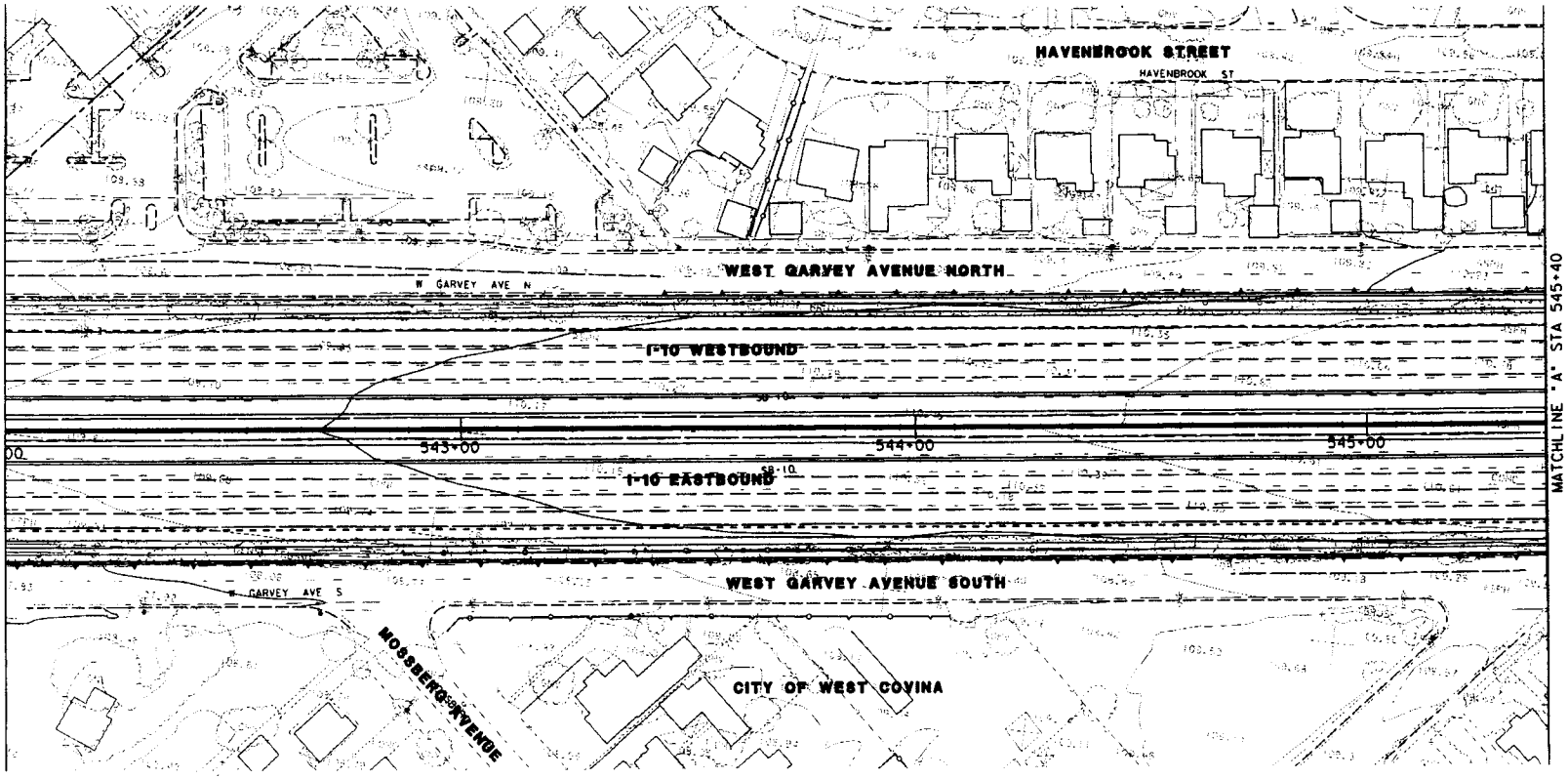
DGN FILE => $REQUEST

CU 00000

EA 000000



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
7	LA	10			

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Caltrans

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LAYOUT

SCALE 1:500

L-3

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => %USER
DGN FILE => %PRDGNFIL

CU 00000

EA 000000

LOG NO. 00-00-00 DATE PLOTTED => %DATE TIME PLOTTED => %TIME

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

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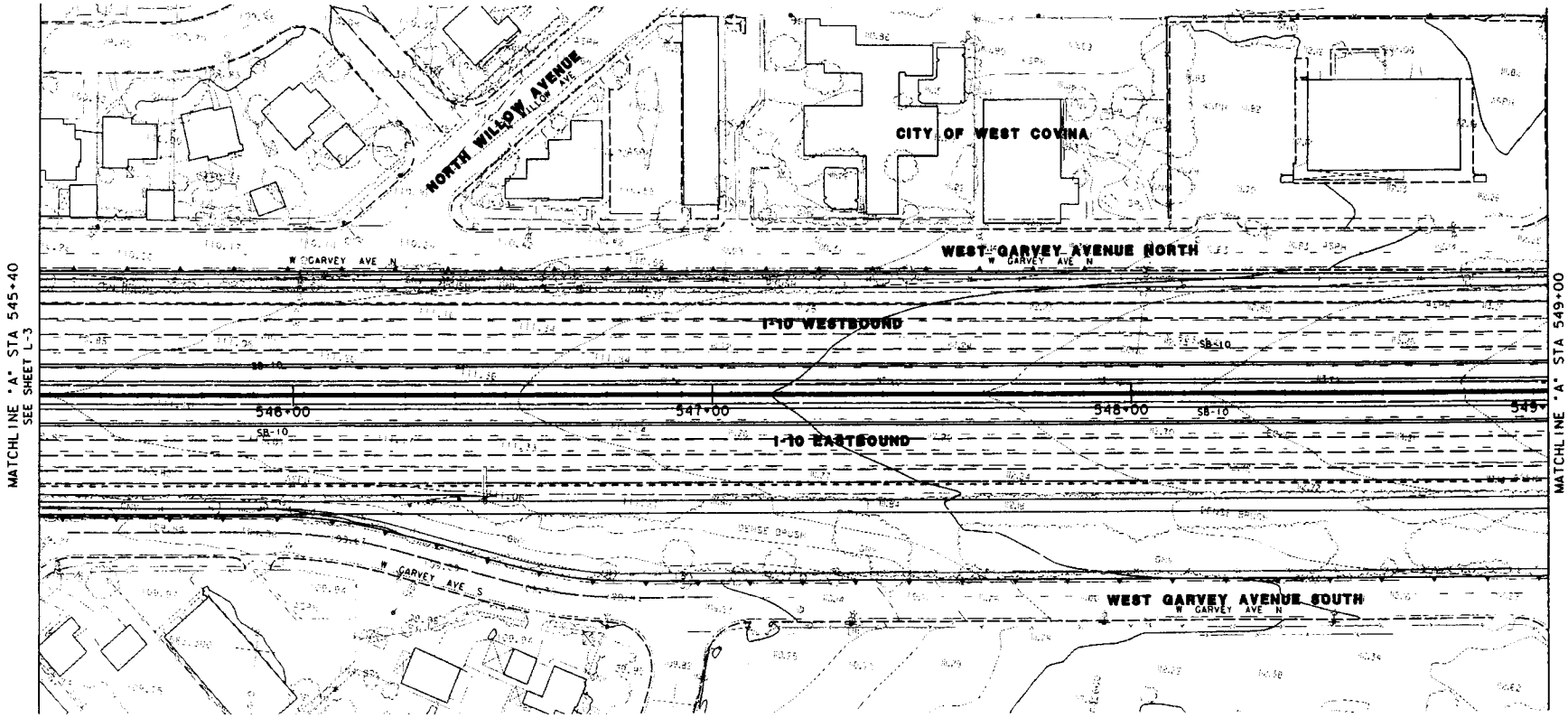

NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-4

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 DATE PLOTTED => &DATE TIME PLOTTED => &TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => &USER DGN FILE => &REQUEST

CU 00000

EA 000000

CURVE NO	R (m)	Δ	L (m)	T (m)
5	1254	2°51'45"	76.14	38.08

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

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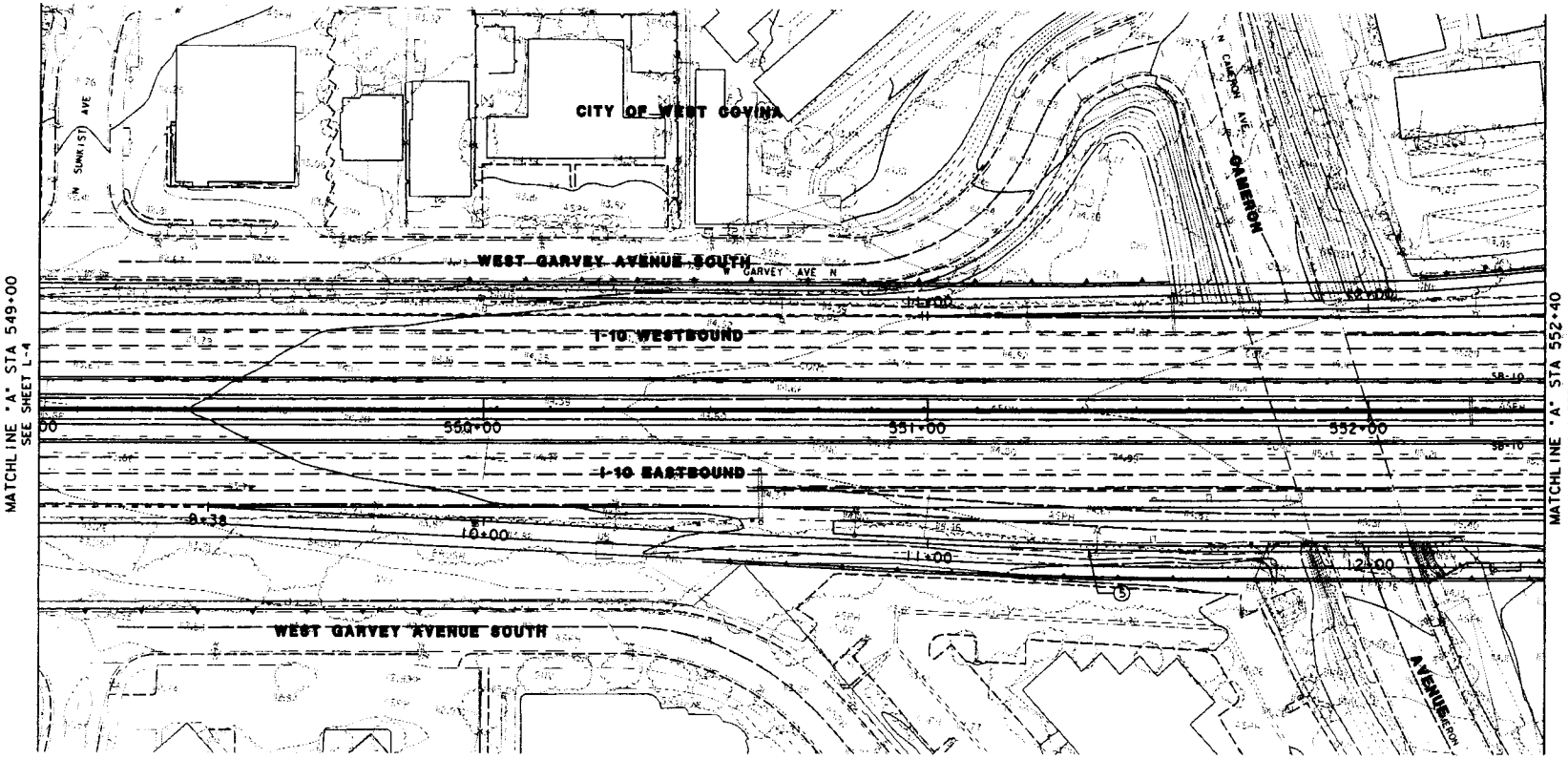

NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT
SCALE 1:500

L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

PROJECT ENGINEER

CALCULATED/ DESIGNED BY

CHECKED BY

DATE	REVISED BY	DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => DATE
TIME PLOTTED => TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER
DGN FILE => $REQUEST

CU 00000

EA 000000

CURVE NO	R (m)	Δ	L (m)	T (m)
6	105	53° 23' 10"	94.17	50.52
7	40	110° 36' 44"	77.22	57.78
8	40	88° 49' 31"	62.01	39.19
9	60.24	59° 58' 10"	63.05	34.76
10	44	140° 48' 02"	108.13	23.57

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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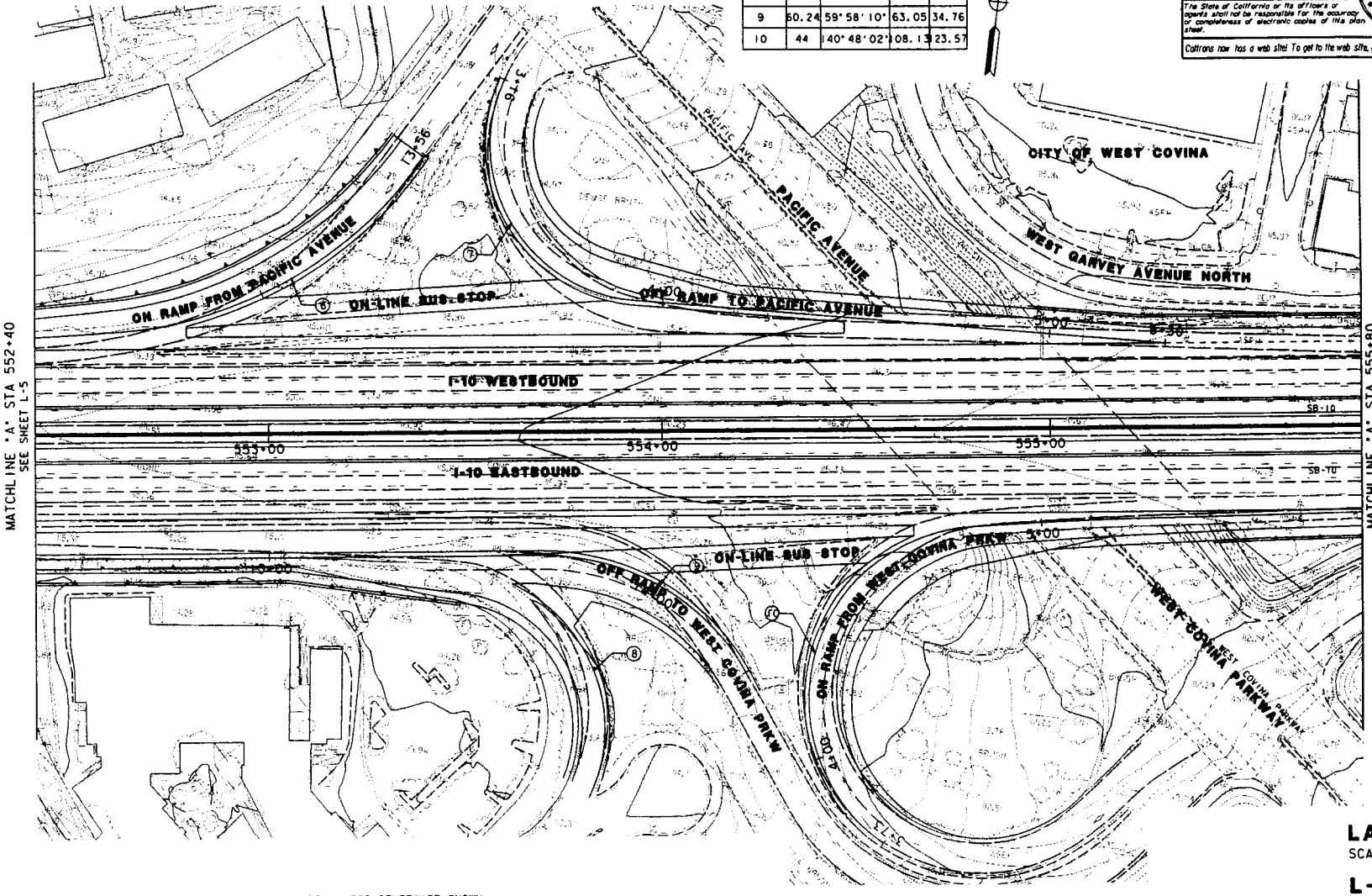

NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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PROJECT ENGINEER

CALCULATED/ DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => \$USER
DGN FILE => \$REQUEST

CU 00000

EA 000000

LAST REVISION 00-00-00 DATE PLOTTED => \$DATE
TIME PLOTTED => \$TIME

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

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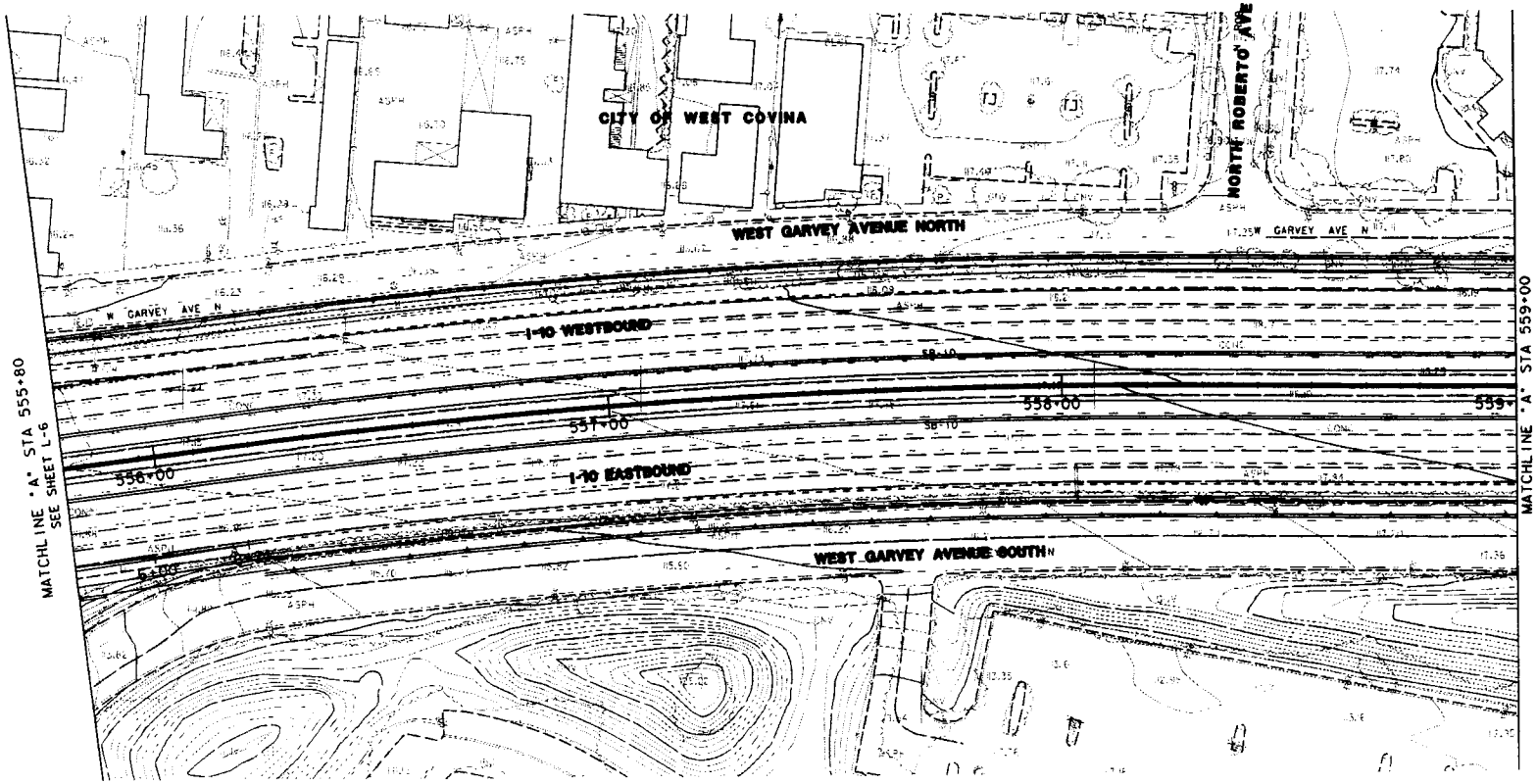
PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-7

LAST REVISION 00-00-00 | DATE PLOTTED => %DATE | TIME PLOTTED => %TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => %USER
DGN FILE => $REQUEST

CU 00000

EA 000000

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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Caltrans Metric

DATE	REVISED BY	DATE REVISED

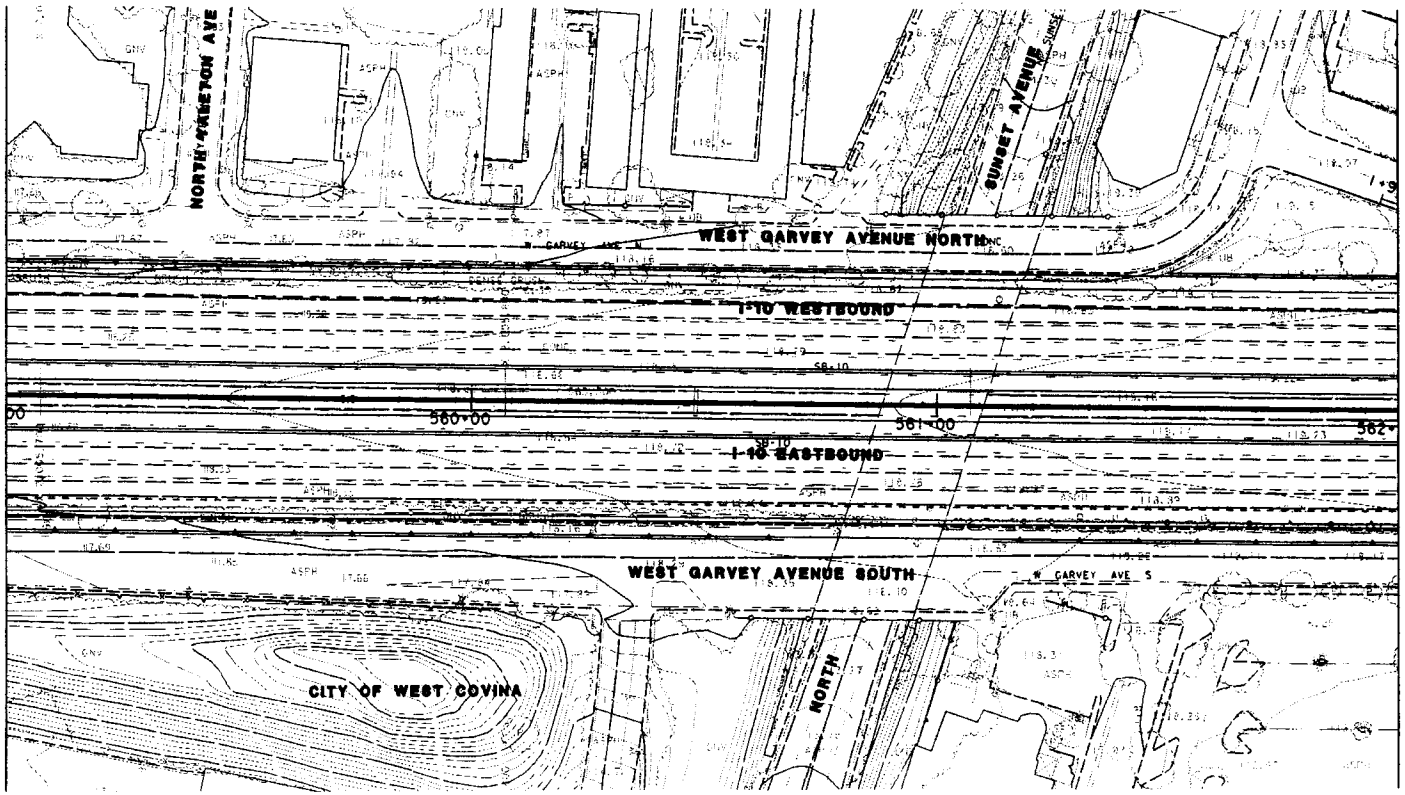
CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-8

DATE PLOTTED => 00-00-00
TIME PLOTTED => 0TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => BUSER
DGN FILE => BREQUEST

CU 00000

EA 000000

CURVE NO	R (m)	Δ	L (m)	T (m)
11	148.8	13° 44' 32"	35.69	17.93

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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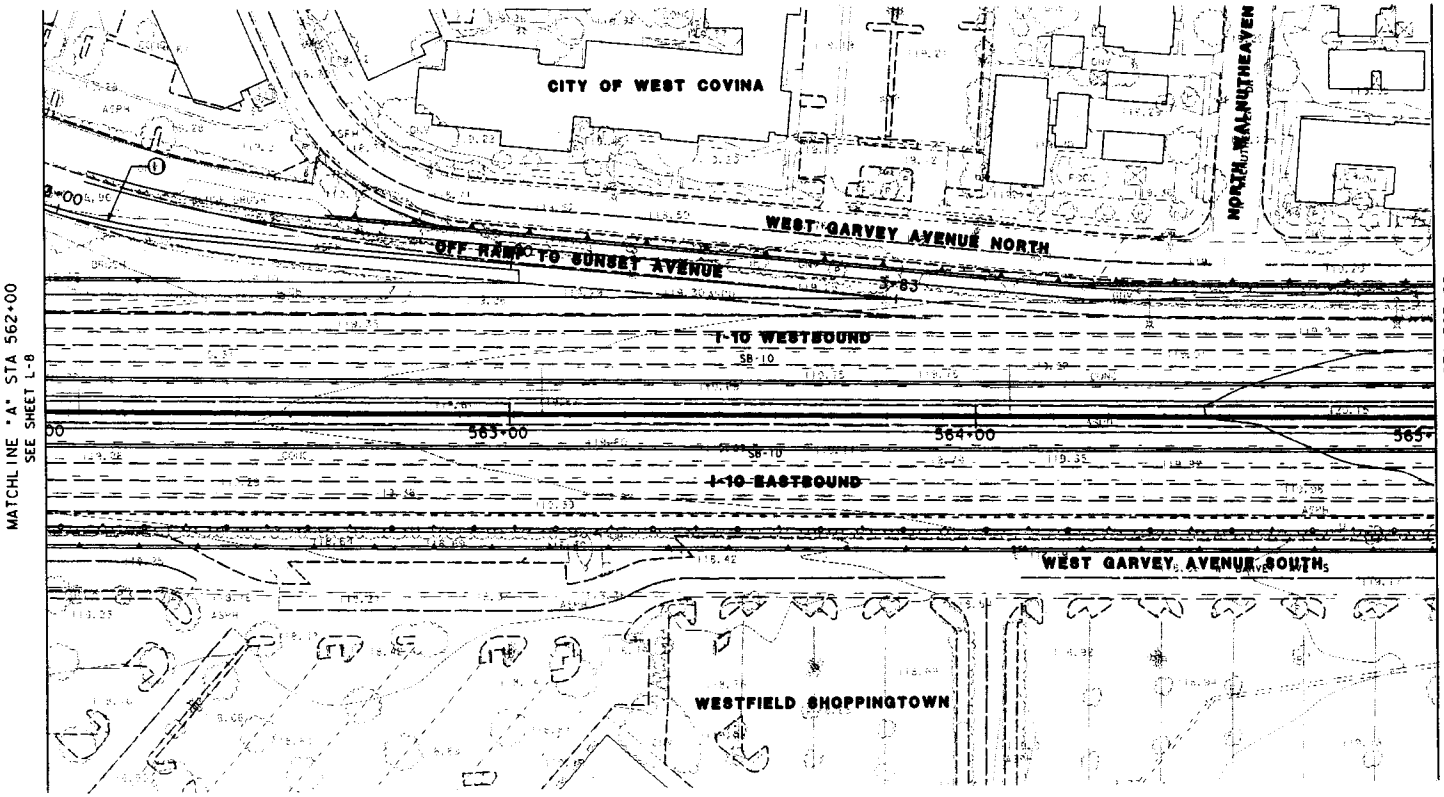

NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-9

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

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PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER
DGN FILE => $REQUEST

CU 00000

EA 000000

LAST REVISION 00-00-00

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

CURVE NO	R (m)	Δ	L (m)	T (m)
12	1524	2° 40' 26"	71.12	35.57

Caltrans Metric

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

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DATE REVISED BY | DATE REVISED

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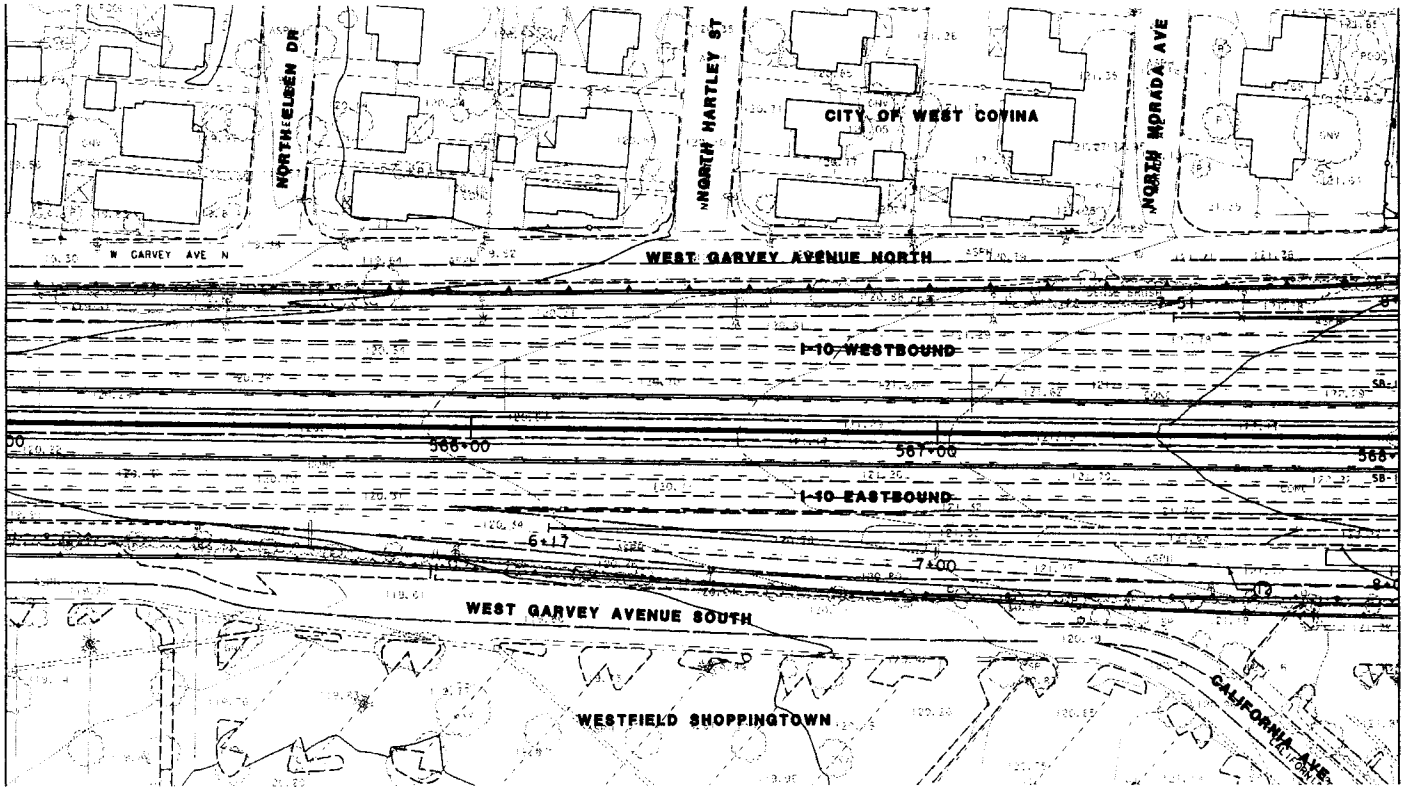
PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-10

LAST REVISION 00-00-00 | DATE PLOTTED => &DATE | TIME PLOTTED => &TIME

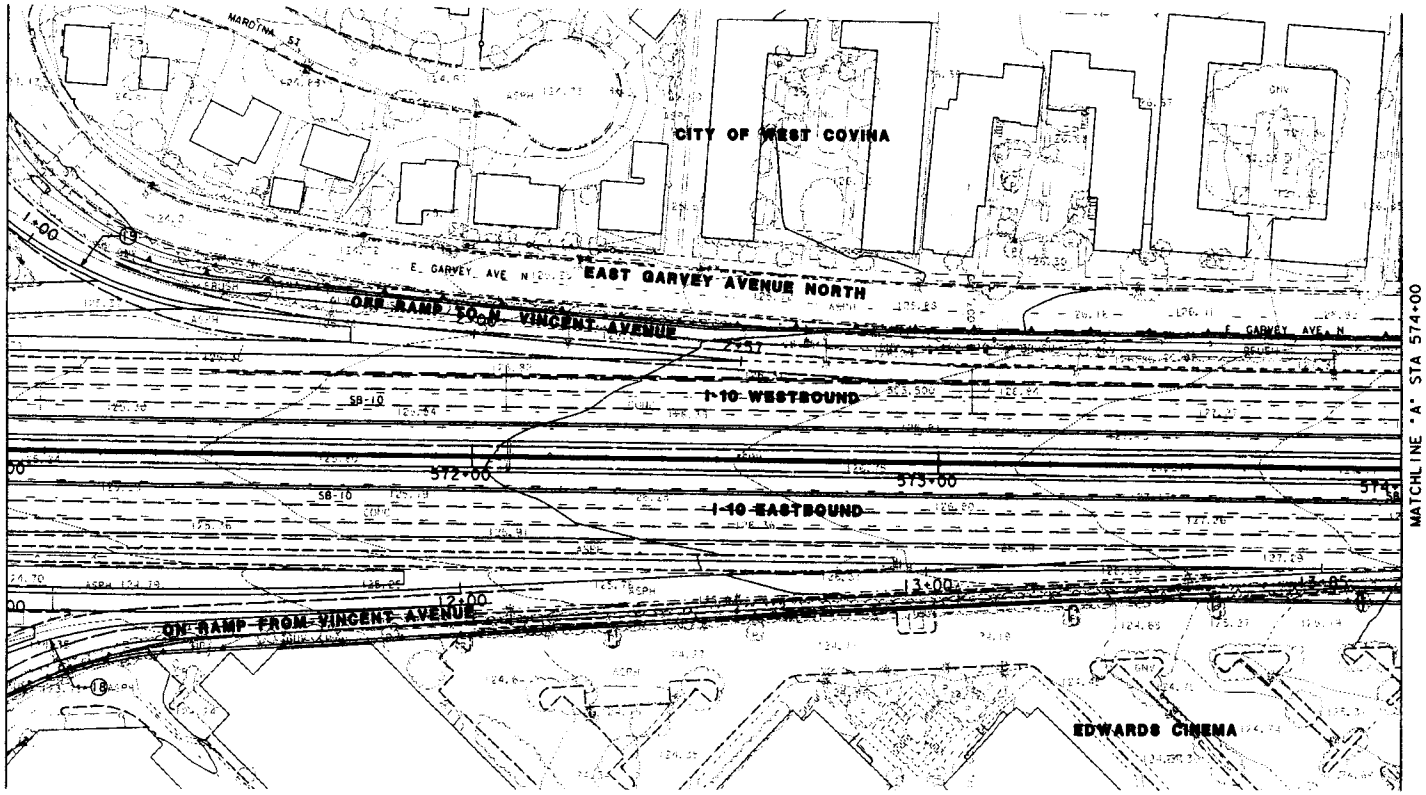
FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => &USER | DGN FILE => &REQUEST

CU 00000

EA 000000

CURVE NO	R (m)	Δ	L (m)	T (m)
18	100	47°52'20"	83.55	44.39
19	90	45°41'33"	71.77	37.92



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT
SCALE 1:500

L-12

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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DATE REVISED BY | DATE REVISED

CALCULATED/DESIGNED BY | CHECKED BY | PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER
DGN FILE => $REQUEST

CU 00000 | EA 000000

LAST REVISION 00-00-00 | DATE PLOTTED => $DATE | TIME PLOTTED => $TIME

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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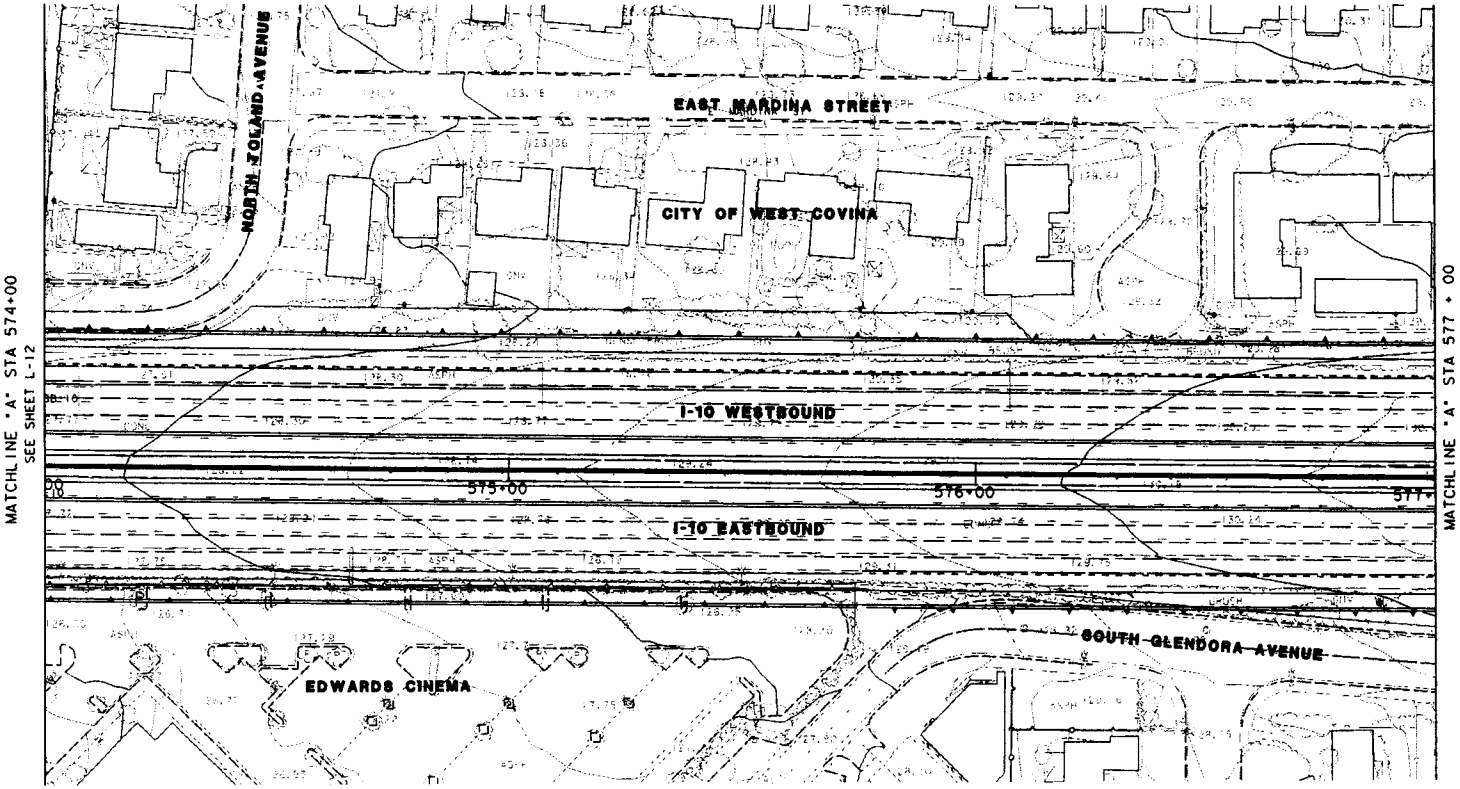
Caltrans Metric



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-13

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER
DGN FILE => $REQUEST

CU 00000

EA 000000

LAST REVISION 00-00-00

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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DATE	REVISED BY	DATE REVISED

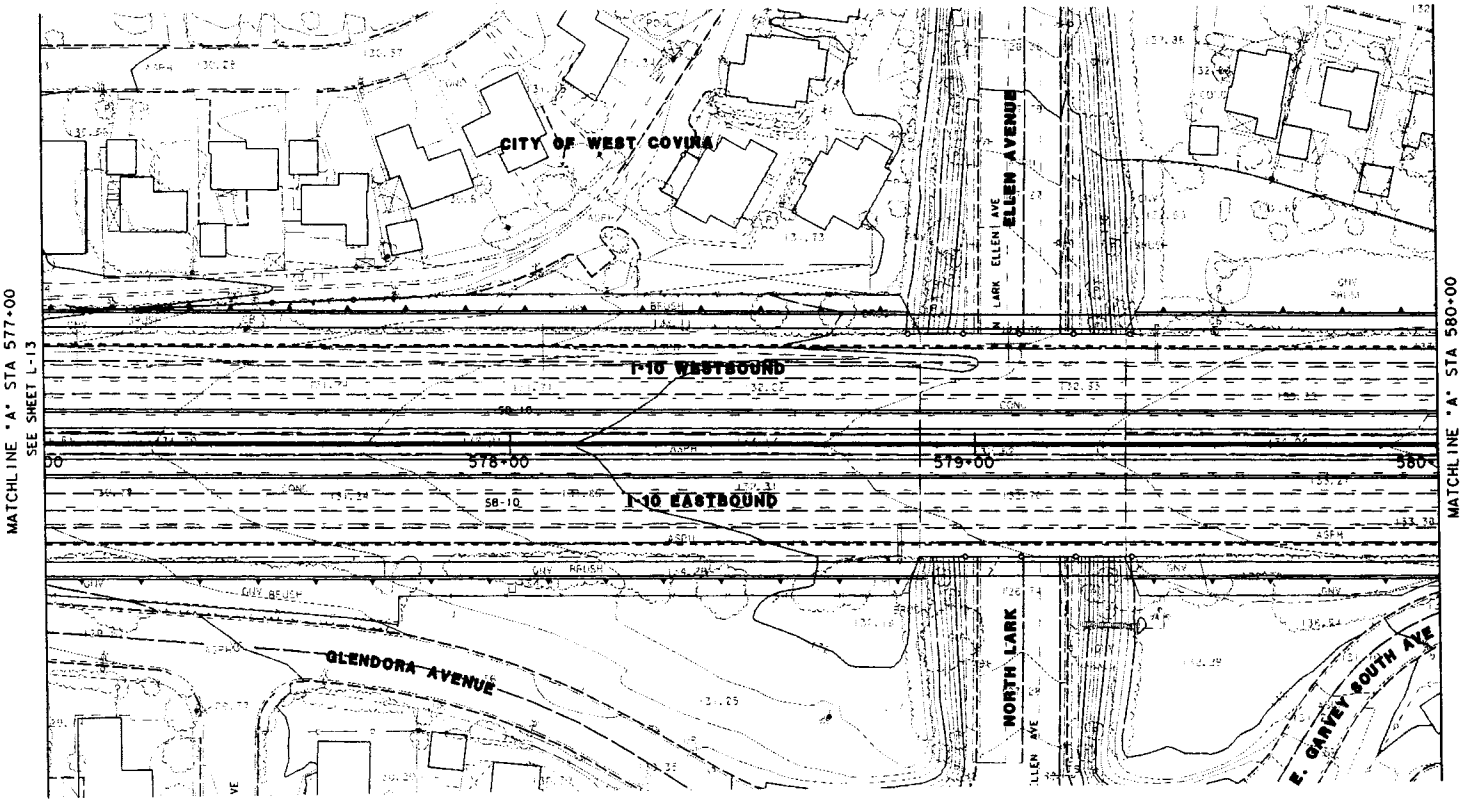
CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-14

LAST REVISION 00-00-00 DATE PLOTTED => MONTH DAY YEAR TIME PLOTTED => HR:MIN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => RUSER DGN FILE => BREQUEST

CU 00000

EA 000000

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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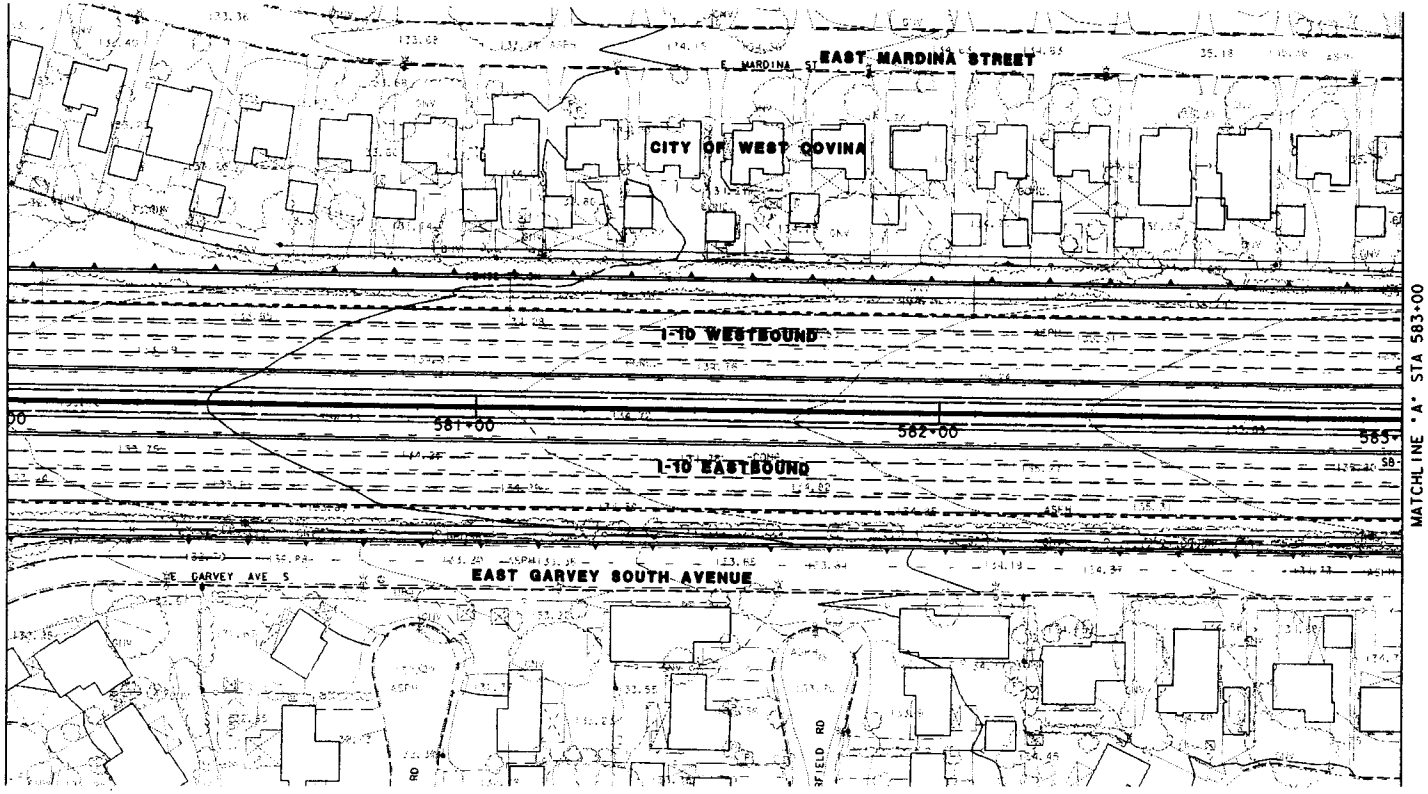

NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-15

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => &USER
DGN FILE => &REQUEST

CU 00000

EA 000000

LAST REVISION 00-00-00 DATE PLOTTED => &DATE TIME PLOTTED => &TIME

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

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Caltrans Metro

DATE | REVISED BY | DATE REVISED

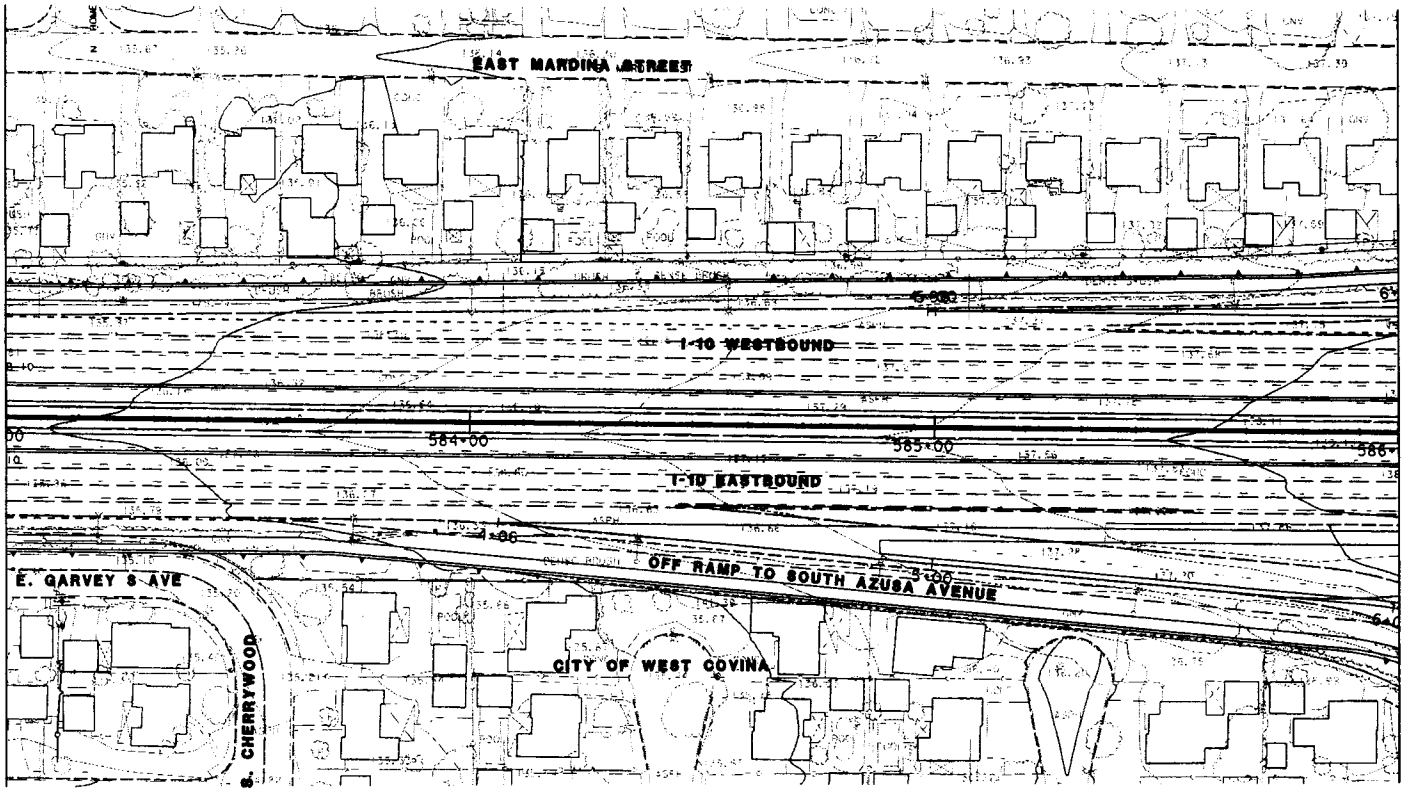
CALCULATED/ DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-16

LAST REVISION 00-00-00 | DATE PLOTTED => &DATE | TIME PLOTTED => &TIME

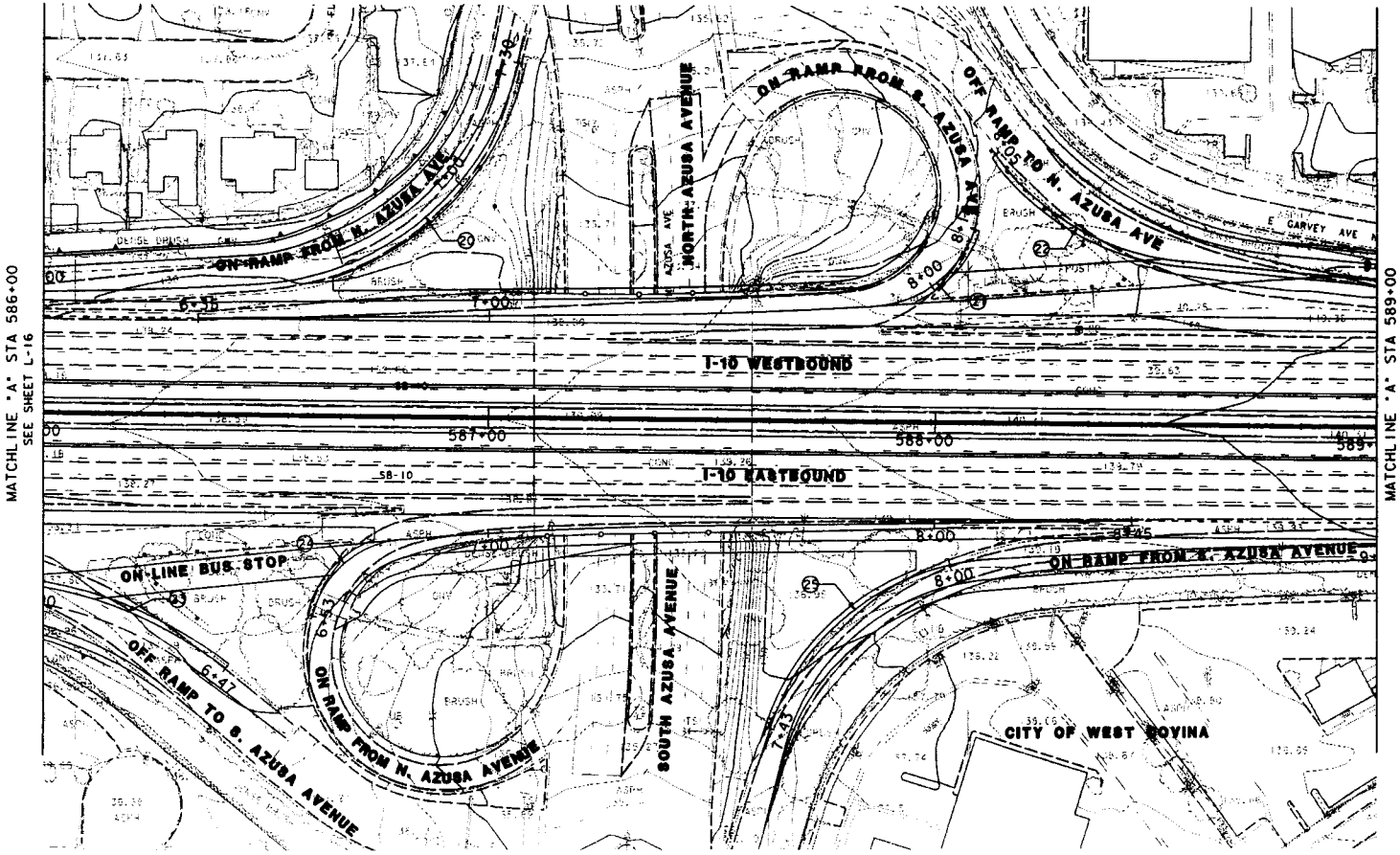
FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => &USER | DGN FILE => &REQUEST

CU 00000

EA 000000

CURVE NO	R (m)	Δ	L (m)	T (m)
20	63	74° 21' 37"	81.76	47.79
21	25	68° 14' 54"	29.78	16.94
22	60	48° 02' 35"	50.31	26.74
23	90	32° 43' 20"	51.40	26.42
24	22	71° 49' 45"	27.58	15.93
25	55	68° 48' 34"	66.05	37.67



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-17

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

PROJECT ENGINEER

CALCULATED/ DESIGNED BY

CHECKED BY

DATE REVISED BY — DATE REVISED

LAST REVISION 00-00-00 — DATE PLOTTED => %DATE — TIME PLOTTED => %TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => %USER
DGN FILE => %REQUEST

CU 00000

EA 000000

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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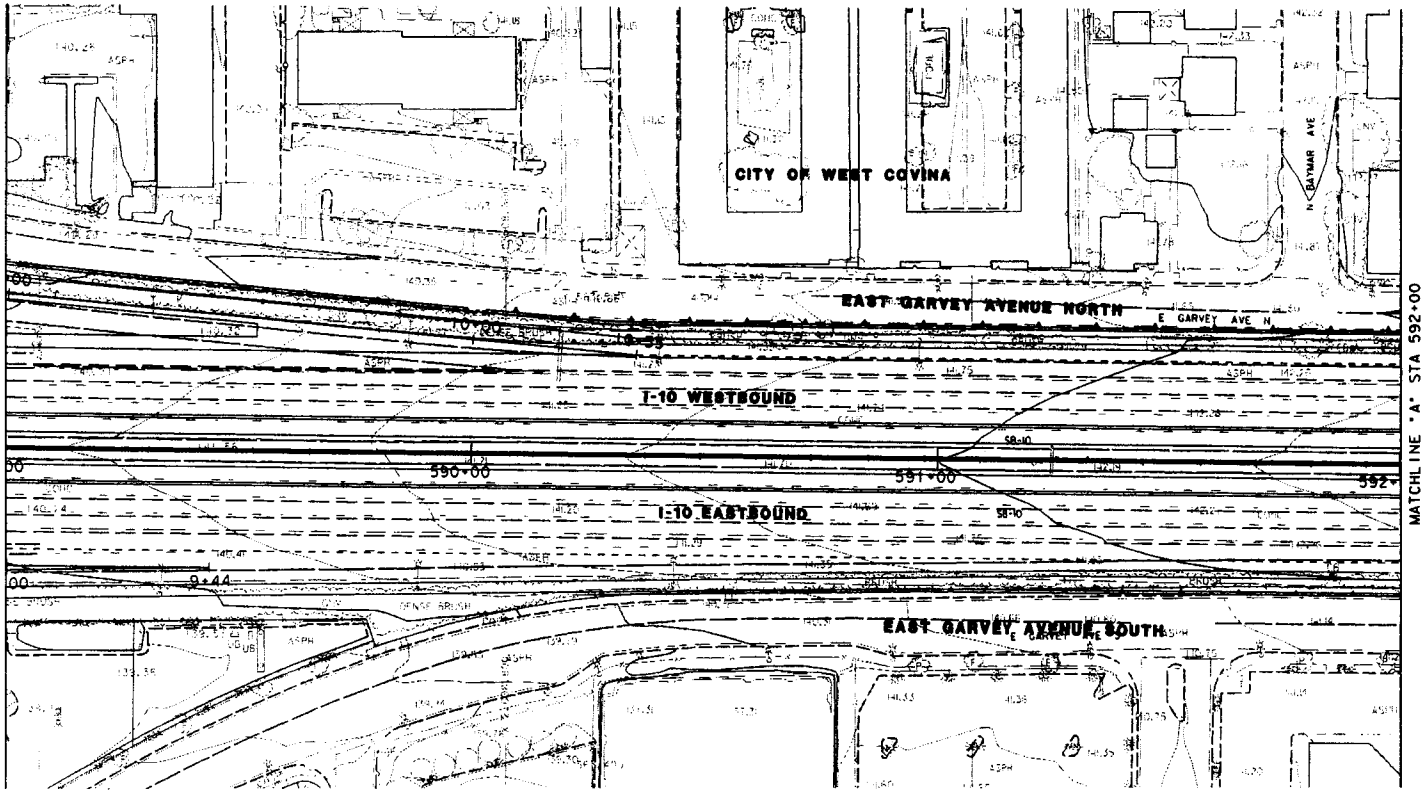
CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-18

LAST REVISION 00-00-00

DATE PLOTTED => %DATE
TIME PLOTTED => %TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => %USER
DGN FILE => $REQUEST

CU 00000

EA 000000

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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CALCULATED/DESIGNED BY

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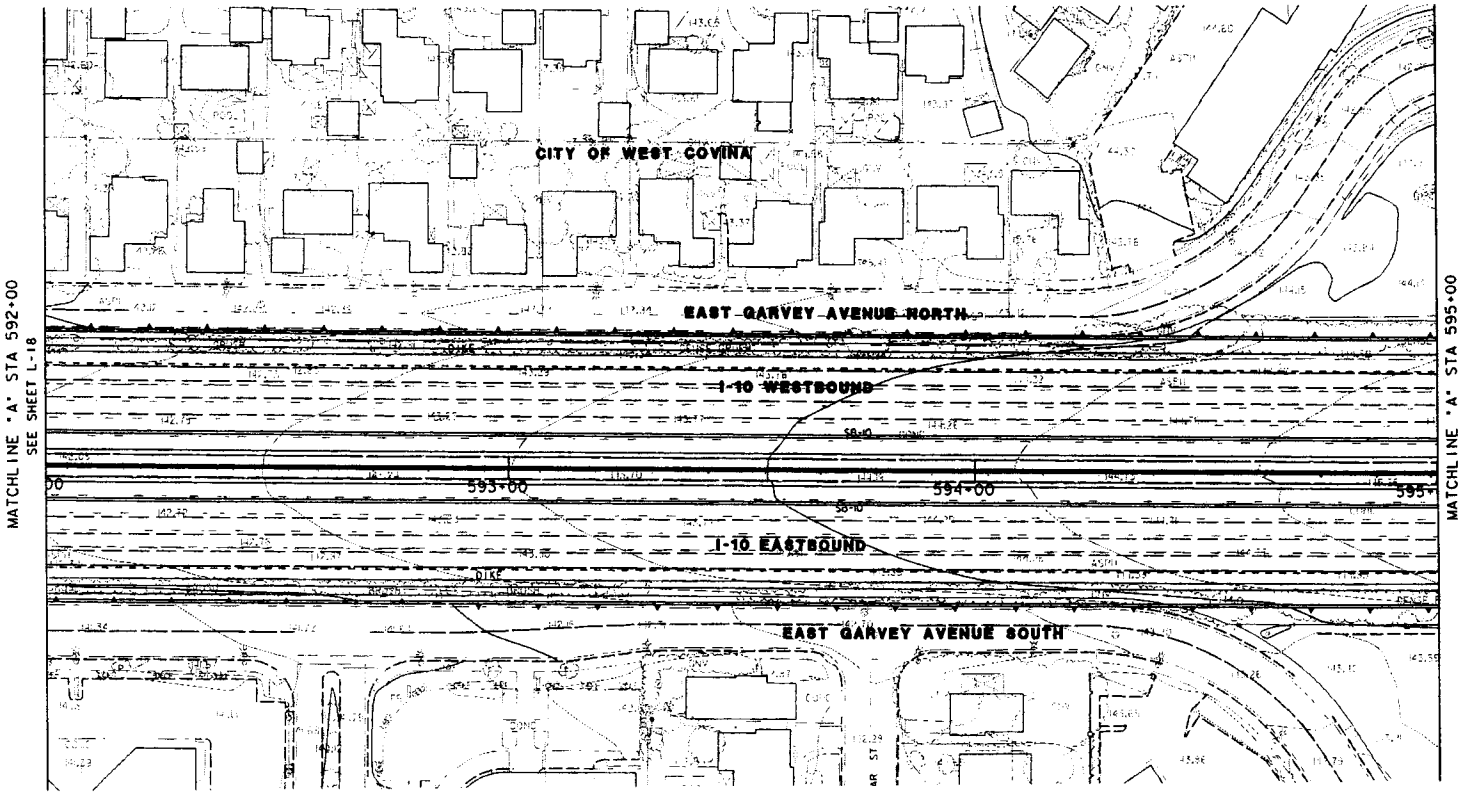
PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-19

LAST REVISION 00-00-00 DATE PLOTTED => %DATE TIME PLOTTED => %TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => %USER DGN FILE => %REQUEST

CU 00000

EA 000000

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
7	LA	10			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

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PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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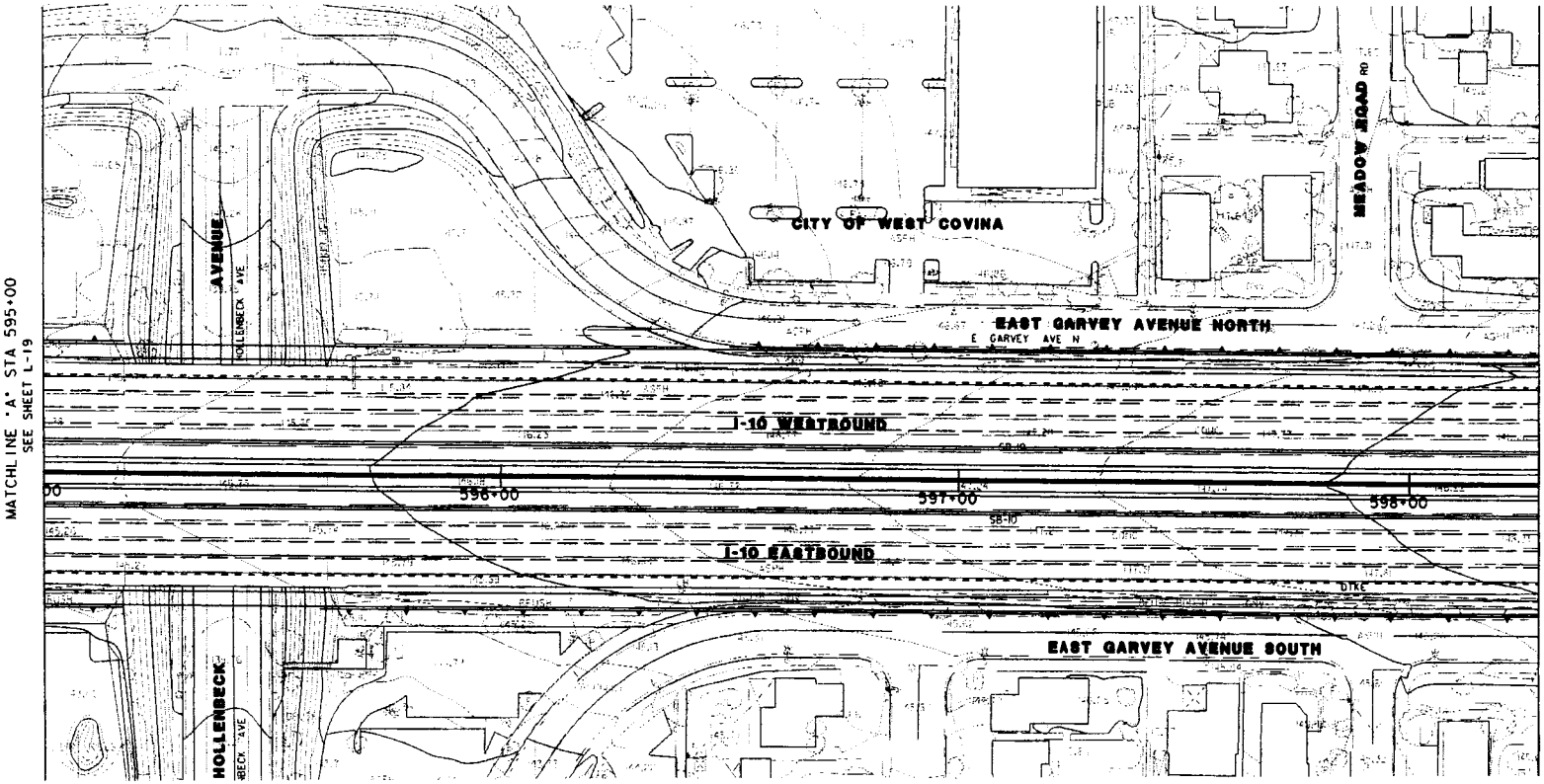

MATCHLINE 'A' STA 595+00
SEE SHEET L-19

END OF CONSTRUCTION 'A' STA 598 + 27.78

NOTE: ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-20

LAST REVISION 00-00-00 DATE PLOTTED => >DATE TIME PLOTTED => >TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => >USER
DGN FILE => >REQUEST

CU 00000

EA 000000

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RET / SOUND	598+28 (LT)	601+40 (LT)	312	0.8	4.3	NB-21
SOUND	601+40 (LT)	602+40 (LT)	101	--	4.3	NB-21
RET / SOUND	598+28 (RT)	602+80 (RT)	453	2.2	4.3	NB-20

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	--	S89°23'47"E	2329.144	--
2	--	S84°31'02"E	82.298	--
3	300.000	4°52'45"	25.548	12.782
4	--	S89°23'47"E	248.785	--
5	--	N89°27'28"E	167.123	--

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	La	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 EXP. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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DATE	REVISED BY
12/98	EM
12/98	DATE REVISED
	4/99

CALCULATED/ DESIGNED BY

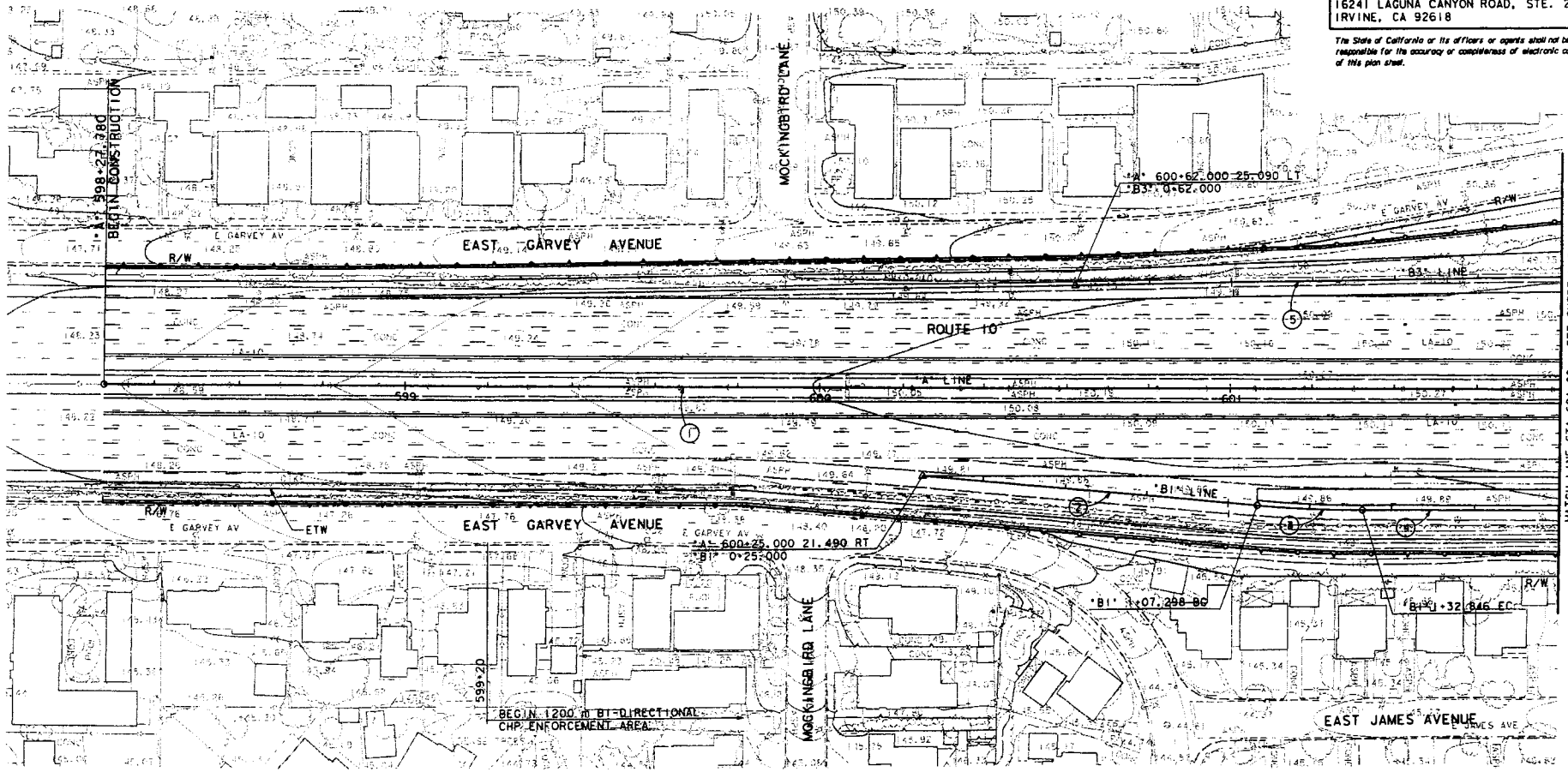
CHECKED BY

DESIGN OVERSIGHT

XXXXXXXXXXXXXXX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



LEGEND:
- RETAINING WALL
- SOUNDWALL
- SOUNDWALL ON RETAINING WALL

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-1

LAST REVISION: 12-05-01 | DATE PLOTTED => 10 MAY 2002 | TIME PLOTTED => 09:18:02

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER

CU XXXXX	EA 119340

Segment 3

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
SOUND	601+40 (LT)	602+40 (LT)	101	--	4.3	NB-21
RET / SOUND	598+28 (RT)	602+80 (RT)	453	2.2	4.3	NB-20
RC RETAIN	604+65 (LT)	605+00 (LT)	36	1.7	--	--

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 Exp. 6-30-05 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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CURVE AND TANGENT DATA									
NO.	R	Δ / BEARING	L	T	NO.	R	Δ / BEARING	L	T
1	--	S89°23'47"E	2329.144	--	13	26.000	86°53'35"	39.431	24.627
2	--	S89°23'47"E	248.785	--	14	30.480	162°03'57"	86.215	--
3	60.000	50°44'46"	53.141	28.456	15	--	S84°32'08"E	43.318	--
4	--	S38°39'01"E	74.532	--	16	34.747	35°59'42"	21.829	11.288
5	--	S89°23'47"E	92.159	--	17	--	S48°32'26"E	30.462	--
6	45.000	70°33'00"	55.410	31.832	18	100.000	35°58'36"	62.791	32.469
7	--	S18°50'47"E	58.773	--	19	--	S84°31'02"E	146.844	--
8	--	N89°27'27"E	167.123	--	20	--	N38°39'01"W	13.777	--
9	100.000	55°46'15"	97.338	52.915	21	45.720	52°55'12"	42.228	22.755
10	--	N33°41'13"E	42.318	--	22	40.000	72°17'36"	50.470	28.218
11	--	N89°27'28"E	100.020	--	23	1000.000	2°53'40"	50.520	25.265
12	1000.000	2°53'10"	50.371	25.191					

MATCH LINE STA 601+80 - SEE SHEET L-1

MATCH LINE STA 605+40 - SEE SHEET L-3

ROUTE 10

CITRUS STREET

EAST GARVEY AVENUE

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-2

DESIGN OVERSIGHT	CALCULATED/ DESIGNED BY	DATE	REVISED BY	EM
XXXXXXXXXXXXXX	CHECKED BY	12/98	DATE REVISED	4/99

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE PLOTTED => 10 MAY 2002
TIME PLOTTED => 06:03:59

442-05-01

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL NO.
RC RETAIN	605+65 (RT)	606+60 (RT)	95	1.3	--	--
RET / SOUND	606+60 (RT)	608+40 (RT)	180	1.0	4.3	NB-22
RC RETAIN	608+40 (RT)	609+85 (RT)	145	1.3	--	--

CURVE AND TANGENT DATA					
NO.	R	Δ / BEARING	L	T
1	--	S89°23'47"E	2329.144	--
2	--	S84°31'02"E	146.844	--
3	--	N89°27'28"E	100.020	--
4	--	N89°27'28"E	100.020	--

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	La	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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EASTLAND SHOPPING CENTER

ROUTE 10

GARVEY AVENUE

MATCH LINE 605+40 - SEE SHEET L-2

MATCH LINE STA 609+00 - SEE SHEET L-4

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-3

DATE	REVISED BY	DATE REVISED	BY
12/98		12/99	4/99

CALCULATED/DESIGNED BY

CHECKED BY

DESIGN OVERSIGHT

XXXXXXXXXXXXXXX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

12-05-01 DATE PLOTTED 10 MAY 2002

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RC RETAIN	610+52 (LT)	612+05 (LT)	154	3.0	--	--
RC RETAIN	608+40 (RT)	609+85 (RT)	145	1.3	--	--
RC RETAIN	610+85 (RT)	612+00 (RT)	116	2.0	--	--

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM, No. 18206, Civil, State of California, Professional Engineer

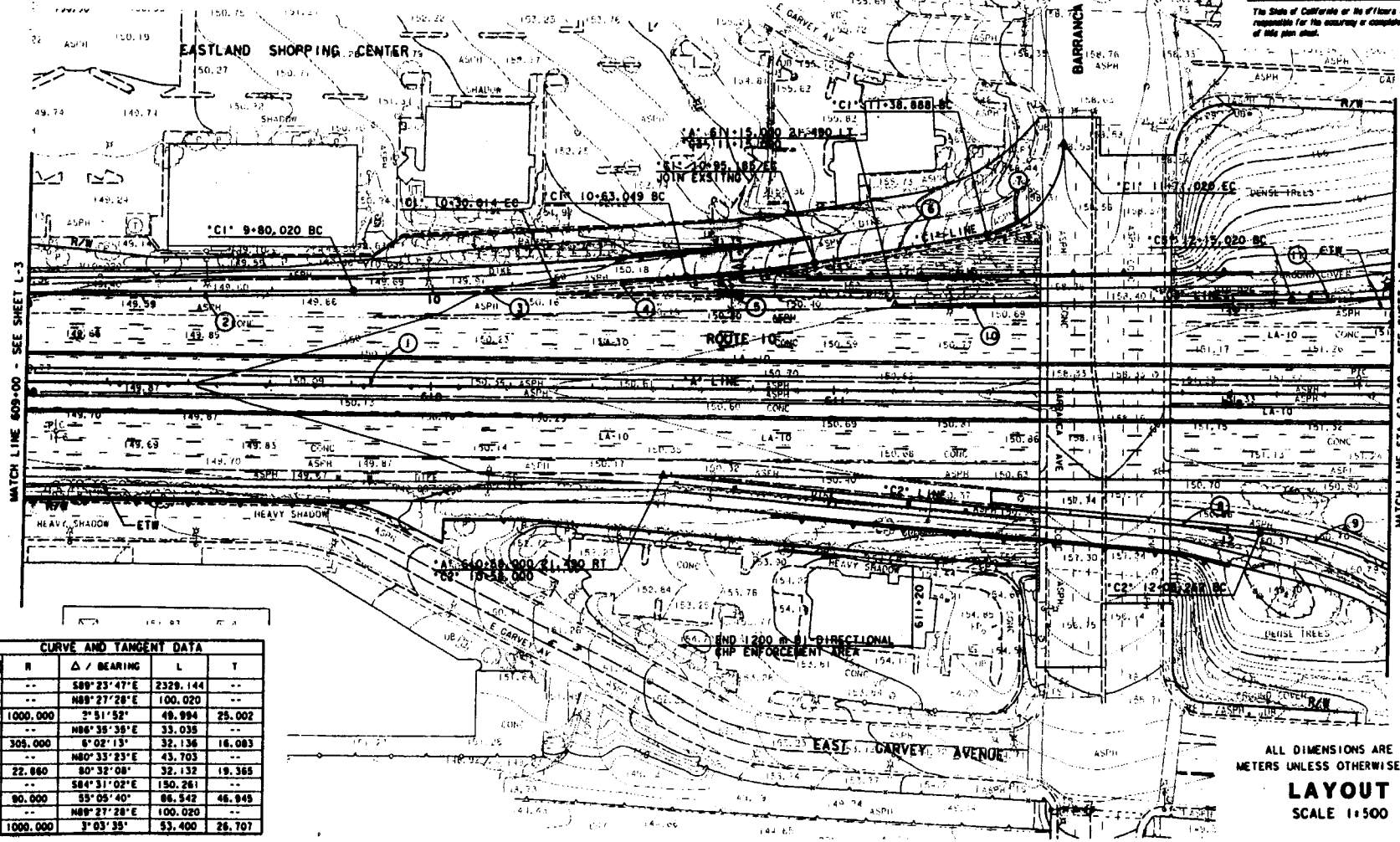
PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	--	S89°23'47"E	2329.144	--
2	--	N89°27'28"E	100.020	--
3	1000.000	2°51'52"	49.994	25.002
4	--	N86°35'36"E	33.035	--
5	305.000	6°02'13"	32.136	16.083
6	--	N80°33'23"E	43.703	--
7	22.860	80°32'08"	32.132	19.365
8	--	S84°31'02"E	150.261	--
9	90.000	55°05'40"	86.542	46.945
10	--	N89°27'28"E	100.020	--
11	1000.000	3°03'35"	53.400	26.707



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-4

DATE	REVISED BY
12/98	EM
12/98	DATE REVISED
	4/99

CALCULATED/ DESIGNED BY

CHECKED BY

DESIGN OVERSIGHT

XXXXXXXXXXXXXXXX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

USERNAME => USER

CU XXXXX

EA 119340

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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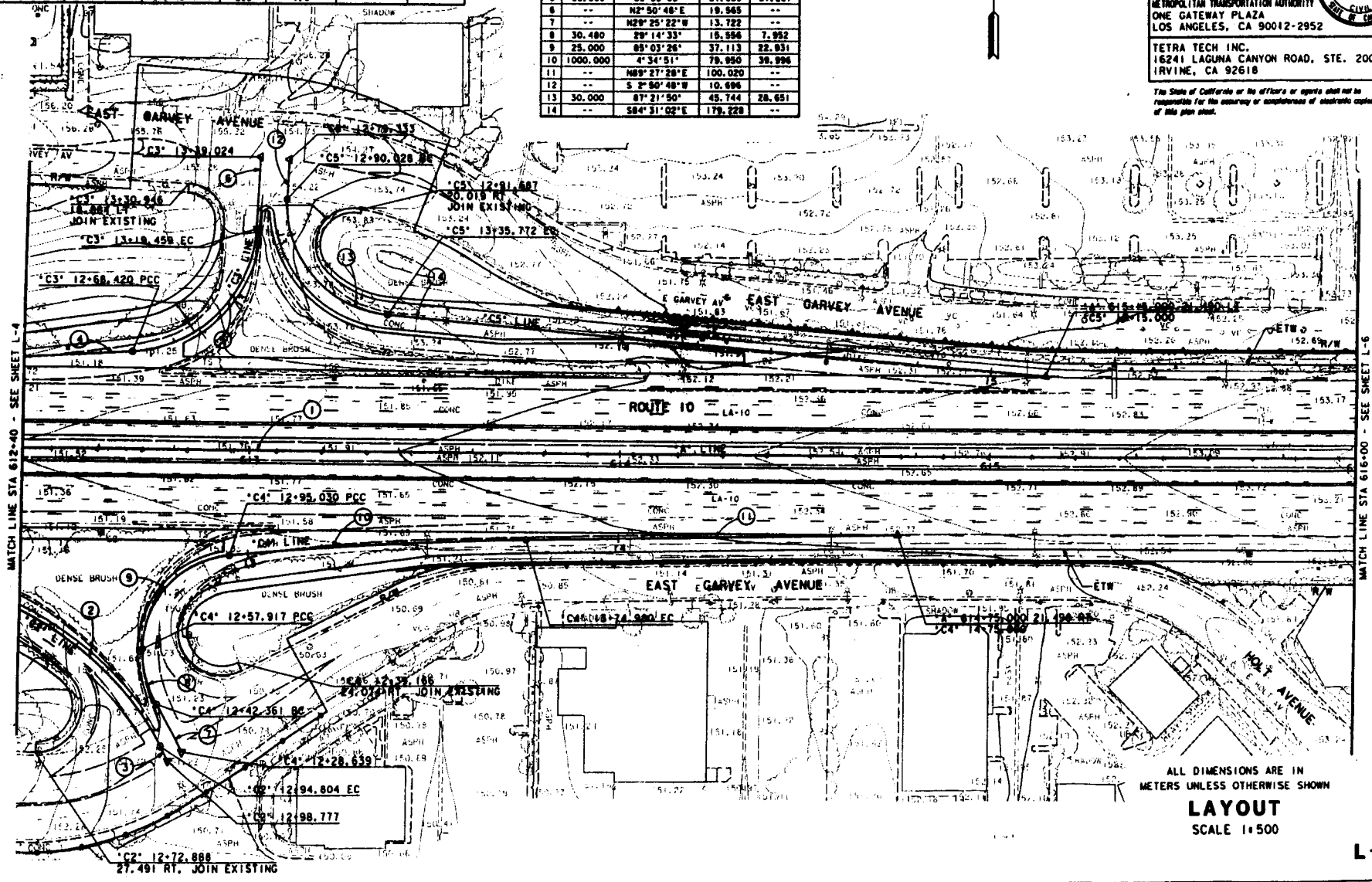
SOUNDWALL AND RETAINING WALL

WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RC RETAIN	613+80 (LT)	615+12 (LT)	133	0.9	--	--
RET / SOUND	615+12 (LT)	617+70 (LT)	258	0.6	4.3	NB-24
SOUND	612+31 (RT)	613+22 (RT)	101	--	--	NB-23
RC RETAIN	613+40 (RT)	616+48 (RT)	205	1.0	--	--

CURVE AND TANGENT DATA

NO.	R	Δ / BEARING	L	T
1	--	S89°23'47"E	2329.144	--
2	90.000	55°05'40"	86.542	46.945
3	--	S29°25'22"E	3.973	--
4	1000.000	3°03'35"	53.400	26.707
5	35.000	83°33'05"	51.039	31.267
6	--	N2°50'48"E	19.565	--
7	--	N29°25'22"W	13.722	--
8	30.480	29°14'33"	15.556	7.952
9	25.000	85°03'26"	37.113	22.831
10	1000.000	4°34'51"	79.950	39.996
11	--	N89°27'28"E	100.020	--
12	--	S 2°50'48"W	10.696	--
13	30.000	87°21'50"	45.744	28.651
14	--	S84°31'02"E	179.228	--



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-5

DATE	REVISED BY	DATE REVISED
12/98		4/99

CALCULATED/DESIGNED BY

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DESIGN OVERSIGHT XXXXXXXXXXXXXX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME = BUSER

DATE PLOTTED = 10 MAY 2002

12-05-01

CU XXXXX | EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RET / SOUND	615+12 (LT)	617+70 (LT)	258	0.6	4.3	NB-24
SOUND	617+70 (LT)	618+10 (LT)	43	--	4.3	NB-24
SOUND	618+06 (LT)	619+38 (LT)	133	--	4.3	NB-24A
RC RETAIN	616+90 (RT)	618+35 (RT)	148	2.0	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	--	S89°23'47"E	2329.144	--
2	--	S84°31'02"E	148.854	--
3	100.000	41°47'20"	72.935	38.175
4	--	S42°43'42"E	49.896	--
5	--	N89°27'27"E	101.325	--
6	100.000	55°38'06"	97.101	52.763
7	--	N33°49'22"E	42.914	--
8	49.987	55°27'35"	48.385	26.277
9	45.720	73°06'43"	58.341	33.900
10	42.500	107°22'13"	79.644	57.825
11	1000.000	3°02'14"	53.010	26.511
12	45.720	133°28'18"	106.506	106.344
13	40.000	42°53'57"	29.949	15.716
14	--	S87°05'19"E	96.960	--

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	La	10	60.3/68.2		

REGISTERED CIVIL ENGINEER — PLANS APPROVAL DATE

JAMES A. NEEDHAM, No. 18206, Exp. 6-30-01, CIVIL, STATE OF CALIFORNIA

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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DATE	REVISED BY	DATE REVISED
12/98	DJ	4/99
12/98		

CALCULATED/DESIGNED BY

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DESIGN OVERSIGHT

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

Metric

MATCH LINE STA 616+00 - SEE SHEET L-5

MATCH LINE STA 619+60 - SEE SHEET L-7

EAST GARVEY AVENUE

GARVEY AVE

ROUTE 10

WALNUT CREEK CHANNEL

"A" 616+55.00 25.098 RT

"D1" 18+55.000

"D1" 18+03.855 BC

"D1" 18+78.790 EC
JOIN EXISTING

"D2" 19+11.540 BC

"D2" 18+89.427 EC
JOIN EXISTING

"D2" 17+74.388 BC

"D4" 18+82.260 PCC
JOIN EXISTING

"D4" 19+12.799 EC

"D3" 19+31.970 PCC

"D3" 18+52.327 PCC
JOIN EXISTING

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-6

SEE REDUCED PLANS ORIGINAL 0 20 40 60 80 USERNAME = DUSER

CU XXXXX | EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL NO.
RET / SOUND*	620+00 (LT)	625+20 (LT)	530	1.6	4.3	NB-25
RC RETAIN	620+20 (RT)	623+70 (RT)	344	1.7	--	--

* NOTE: NOT PART OF THIS PROJECT.

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	--	S89°23'47"E	2329.144	--
2	1066.802	31°46'41"	591.685	303.667
3	1000.000	3°02'14"	53.010	26.511
4	--	N89°27'28"E	100.020	--
5	1000.000	2°34'17"	44.879	22.443
6	--	S84°31'02"E	77.961	--

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	La	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM 18206 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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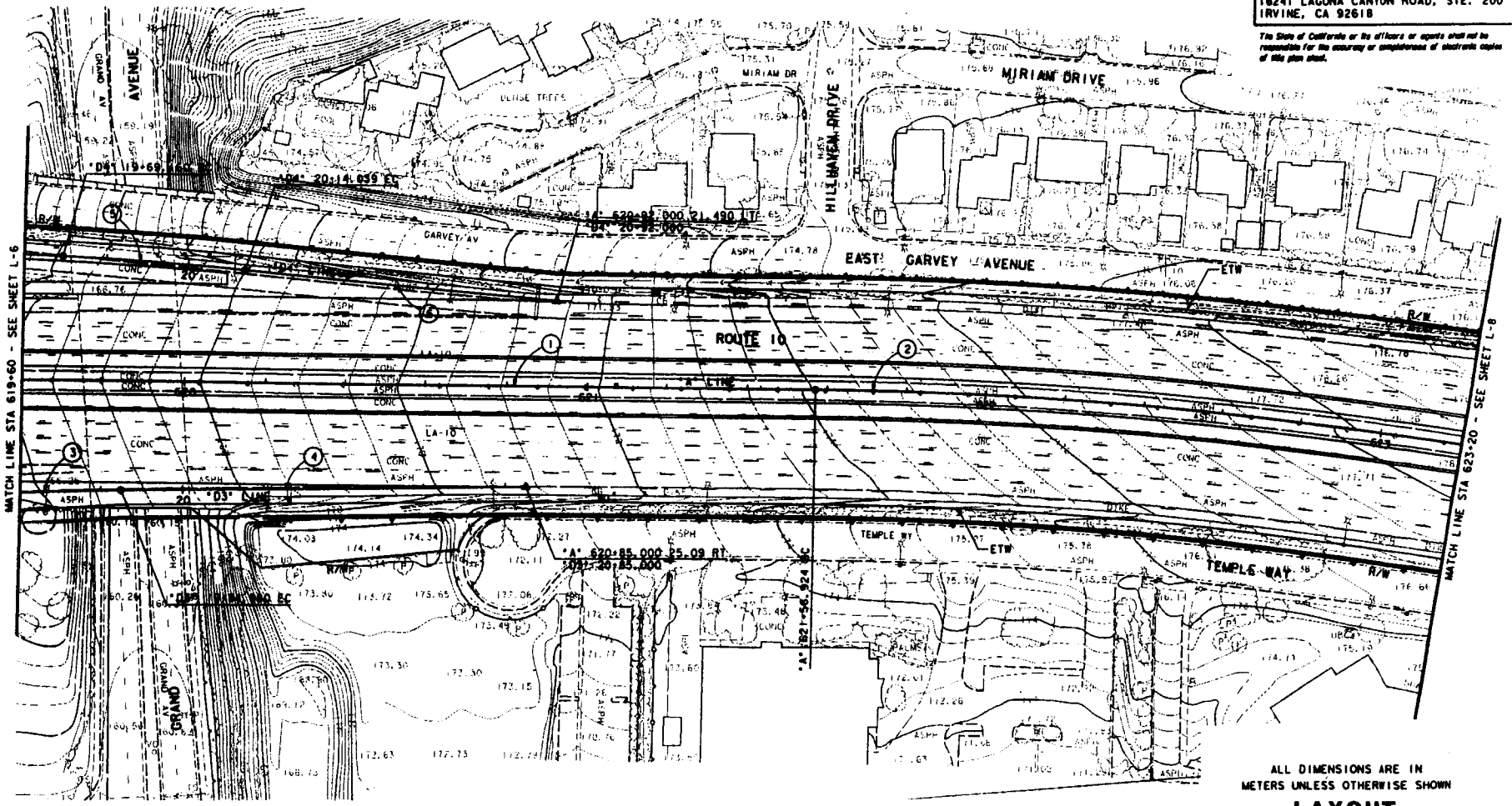
DESIGN OVERSIGHT: XXXXXXXXXXXXXXX
CALCULATED/DESIGNED BY:
CHECKED BY:
DATE REVISED: 12/98
REVISED BY:
DATE REVISED: 12/98
REVISED BY: 4/99

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-7

CU XXXXX EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RET / SOUND	620+00 (LT)	625+20 (LT)	530	1.6	4.3	NB-25
RC RETAIN	625+20 (LT)	627+05 (LT)	184	1.9	--	--
RC RETAIN	620+20 (RT)	623+70 (RT)	344	1.7	--	--
RET / SOUND	623+70 (RT)	625+10 (RT)	136	1.4	4.3	NB-26
SOUND	624+98 (RT)	626+32 (RT)	131	--	4.3	NB-27A

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	1066.802	31°46'41"	591.685	303.687
2	1035.000	4°32'31"	82.048	41.045
3	--	S67°59'50"E	57.307	--
4	100.000	53°23'10"	93.176	50.279
5	--	S14°36'40"E	49.298	--
6	1090.000	5°22'08"	102.128	51.101
7	1500.000	5°04'48"	132.998	66.543
8	--	S69°41'54"E	223.896	--
9	28.042	124°44'09"	61.048	53.566
10	25.000	94°24'16"	41.192	27.000
11	750.000	8°56'53"	117.131	58.685

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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DATE 12/98 REVISED BY JB DATE REVISED 4/99

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DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

MATCH LINE STA 623+20 - SEE SHEET L-7

MATCH LINE STA 626+80 - SEE SHEET L-9

CITY OF WEST COVINA

CITY OF COVINA

EAST GARVEY AVENUE

ROUTE 10

TEMPLE AVENUE

HOLT AVE

CITY OF WEST COVINA

'E2' 24+52.28 PCC

'A' 623+50.000 21.498 LT

'E2' 24+66.048 EC

'E1' 25+18.355 BC

'E1' 26+12.531 EC JOIN EXISTING

'E1' 26+87.829

'E3' 25+96.687 PCC

'E3' 25+35.609 BC JOIN EXISTING

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

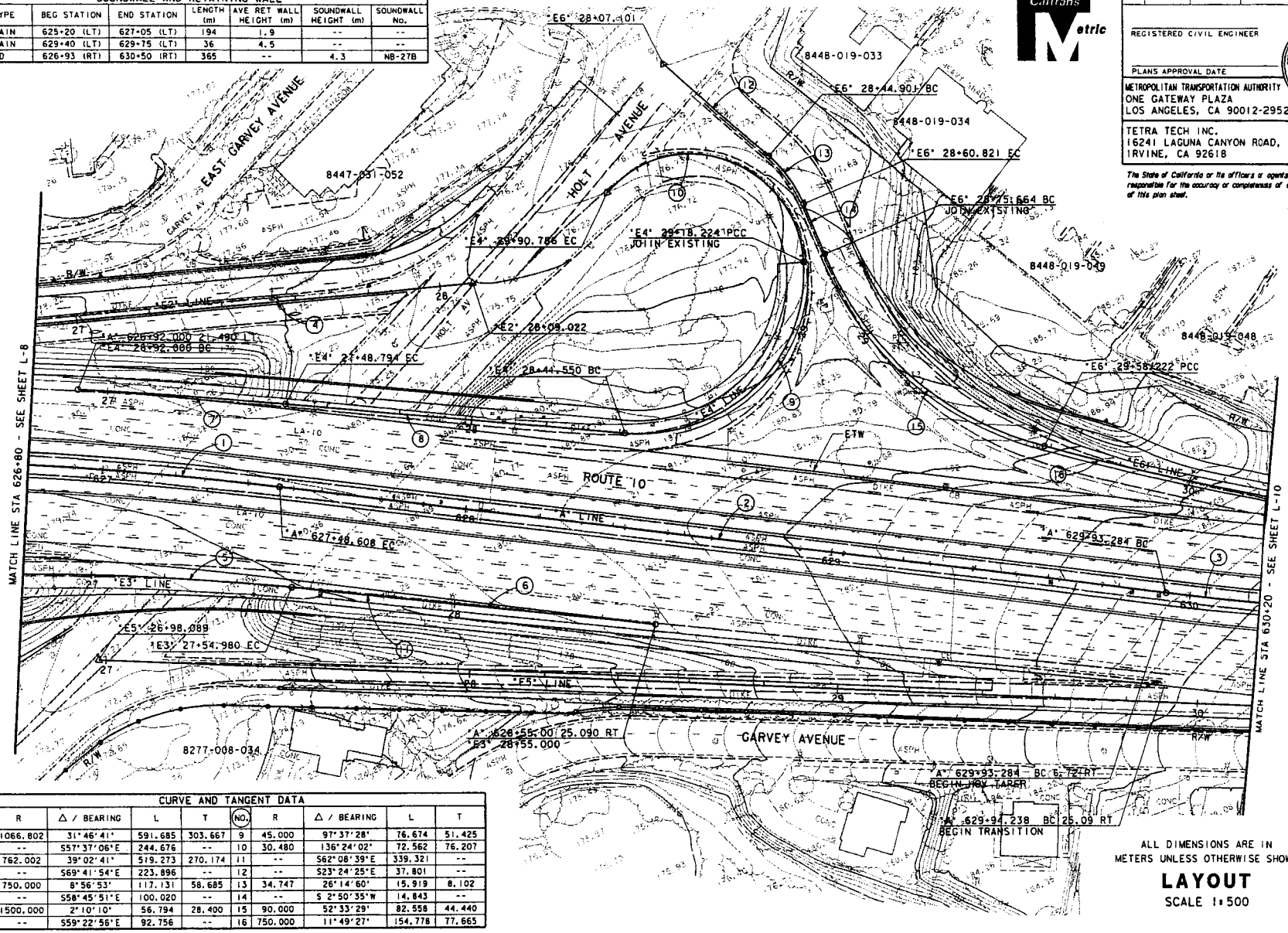
LAYOUT

SCALE 1:500

L-8

CU XXXXX | EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RC RETAIN	625+20 (LT)	627+05 (LT)	194	1.9	--	--
RC RETAIN	629+40 (LT)	629+75 (LT)	36	4.5	--	--
SOUND	626+93 (RT)	630+50 (RT)	365	--	4.3	NB-27B



CURVE AND TANGENT DATA									
NO.	R	Δ / BEARING	L	T	NO.	R	Δ / BEARING	L	T
1	1066.802	31°46'41"	591.685	303.667	9	45.000	97°37'28"	76.674	51.425
2	--	S57°37'06"E	244.676	--	10	30.480	136°24'02"	72.562	76.207
3	762.002	39°02'41"	519.273	270.174	11	--	S62°08'39"E	339.321	--
4	--	S69°41'54"E	223.896	--	12	--	S23°24'25"E	37.801	--
5	750.000	8°56'53"	117.131	58.685	13	34.747	26°14'60"	15.919	8.102
6	--	S58°45'51"E	100.020	--	14	--	S 2°50'35"W	14.843	--
7	1500.000	2°10'10"	56.794	28.400	15	90.000	52°33'29"	82.558	44.440
8	--	S59°22'56"E	92.756	--	16	750.000	11°49'27"	154.778	77.665

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-9

07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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DESIGN OVERSIGHT	CALCULATED/ DESIGNED BY	CHECKED BY	DATE	REVISED BY	DATE REVISED
XXXXXXXXXXXXXXX			12/98	EM	4/99

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FORM DC-OE-91-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => #USER
DGN FILE => m:\2817\0002\cadd\109.dgn

LAST REVISION 12-05-01
DATE PLOTTED => 13 SEP 2002
TIME PLOTTED => 11:28:40

CU XXXXX | EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RET / SOUND	632+60 (LT)	638+90 (LT)	624	1.2	4.3	NB-28
SOUND	626+93 (RT)	630+50 (RT)	365	--	4.3	NB-278
RET / SOUND	630+50 (RT)	636+00 (RT)	569	1.0	4.3	NB-27

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	762.002	39°02'41"	519.273	270.174
2	--	S62°08'39"E	339.321	--
3	772.500	8°21'02"	112.590	56.395
4	750.000	11°49'27"	154.778	77.665

Caltrans Metric

07	LA	10	60.3/68.2		

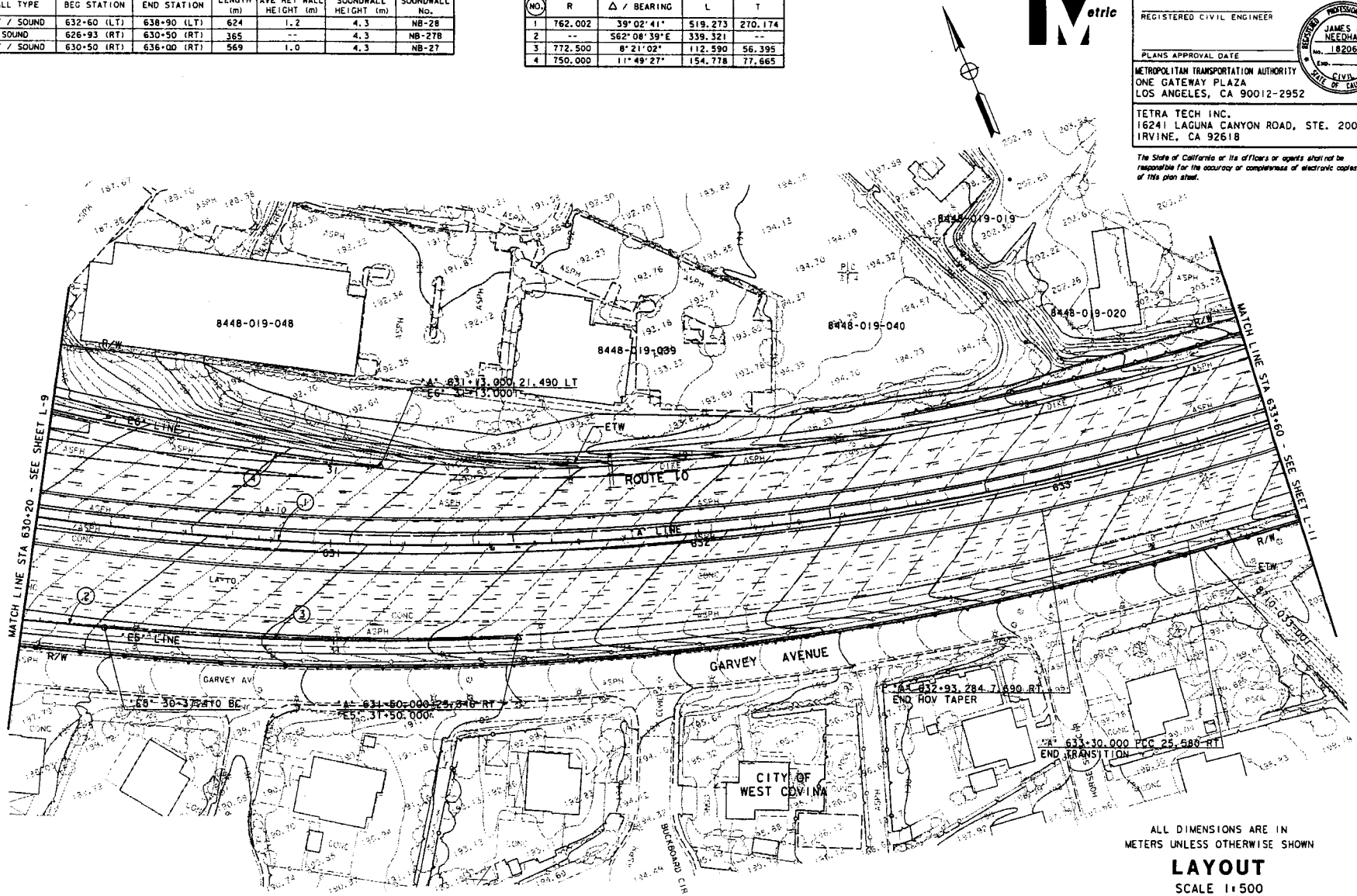
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JAMES A. NEEDHAM — No. 18206 — CIVIL — STATE OF CALIFORNIA

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

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DATE	REVISED BY	DATE REVISED	EM
12/98		12/98	4/99

LAST REVISION 12-05-01 — DATE PLOTTED => 13 SEP 2002 — TIME PLOTTED => 11:47:04

FORM DC-OE-91-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => BUSER
DGN FILE => n:\281T\0002\cadd\110.dgn

CU XXXXX

EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RET / SOUND	632+60 (LT)	638+90 (LT)	624	1.2	4.3	NB-28
RET / SOUND	630+50 (RT)	636+00 (RT)	569	1.0	4.3	NB-27

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	762.002	39°02'41"	519.273	270.174
2	--	N83°20'13"E	253.688	--

Caltrans Metric

07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JAMES A. NEEDHAM — No. 18206 — Exp. — STATE OF CALIFORNIA CIVIL

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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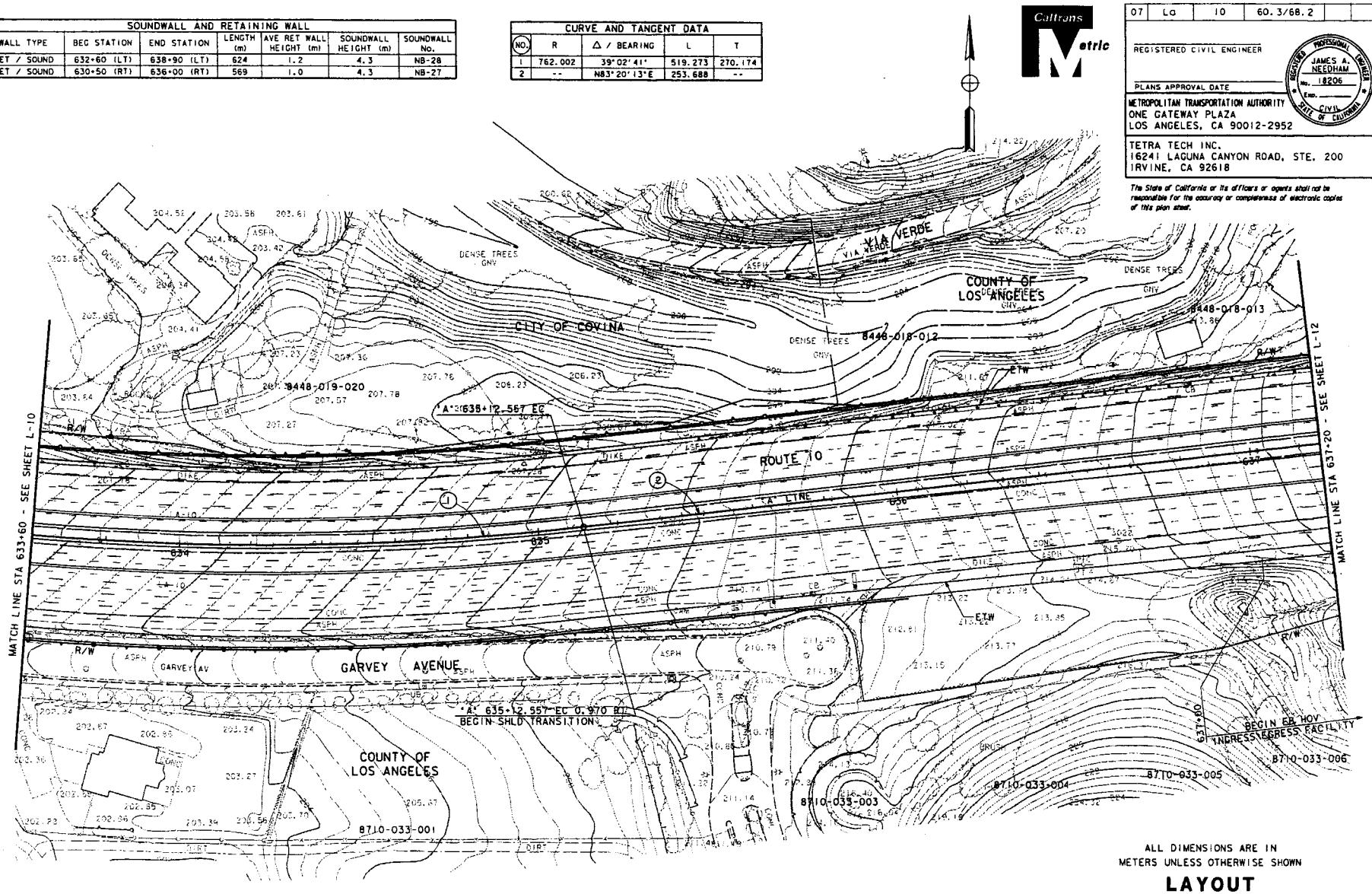

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-11

DATE	REVISED BY
12/98	DATE REVISED
	EM
	4/99

CALCULATED/DESIGNED BY

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FORM DC-OE-91-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER
DGN FILE => n:\2817\0002\cgda\111.dgn

LAST REVISION 12-05-01
DATE PLOTTED => 13 SEP 2002
TIME PLOTTED => 11:48:42

CU XXXXX	EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RET / SOUND	632+60 (LT)	638+90 (LT)	624	1.2	4.3	NB-28
RC RETAIN	638+90 (LT)	644+25 (LT)	536	1.5	--	--
RC RETAIN	638+10 (RT)	650+20 (RT)	1204	3.6	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	--	N83° 20' 13"E	253.688	--
2	1513.945	9° 20' 53"	247.007	123.778
3	--	S87° 18' 54"E	375.755	--

Caltrans Metric

07	La	10	60.3/68.2		

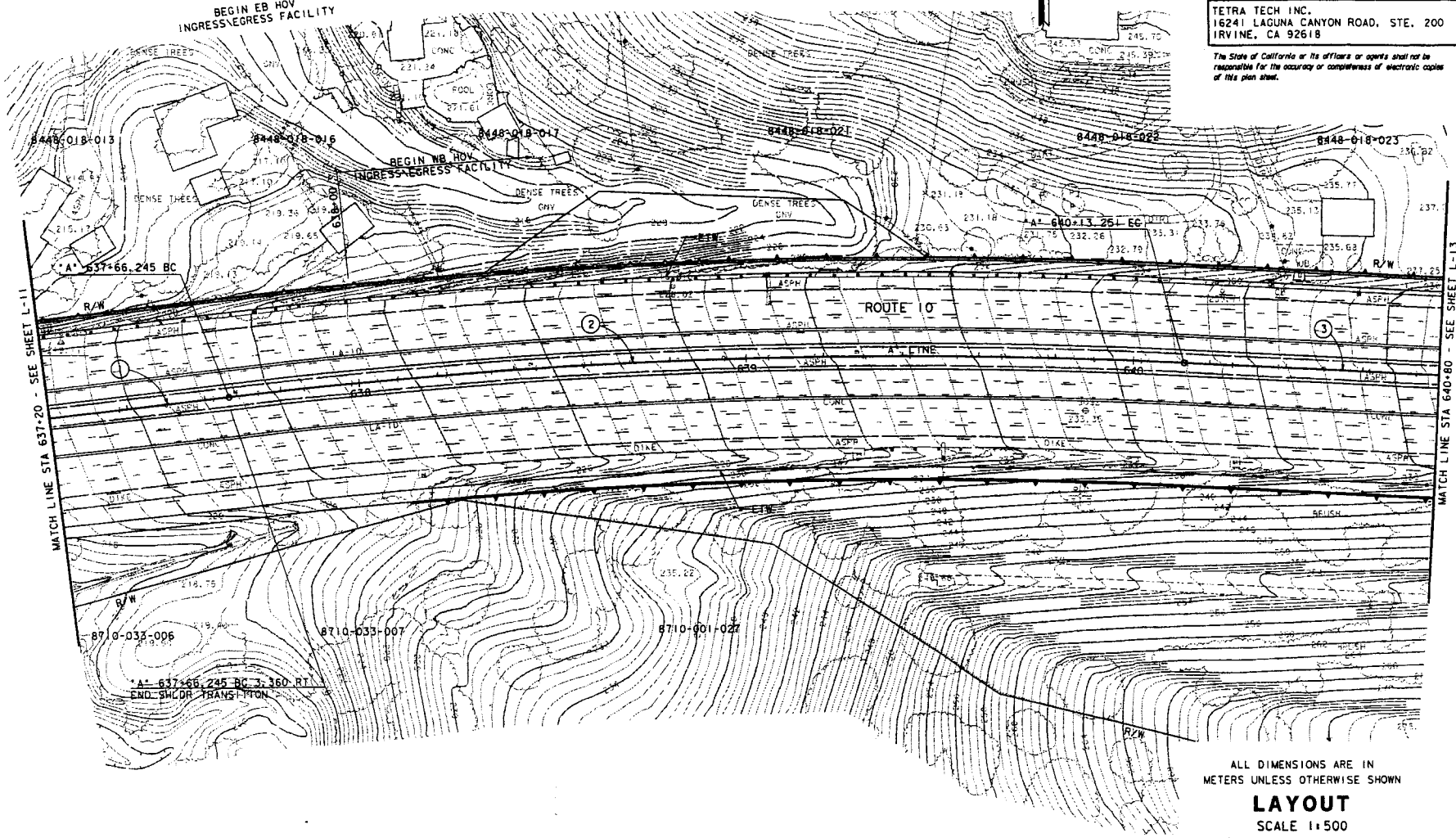
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JAMES A. NEEDHAM — No. 16206 — Exp. — CIVIL — STATE OF CALIFORNIA

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-12

DATE	REVISED BY	EM
12/98	DATE REVISED	4/99

CALCULATED/DESIGNED BY

CHECKED BY

DESIGN OVERSIGHT

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION: DATE PLOTTED => 13 SEP 2002 | TIME PLOTTED => 11:50:07 | 12-05-01

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => #USER
DGN FILE => n:\2817\0002\cadd\l12.dgn

CU XXXXX | EA 119340

FORM DC-OE-91-PF (REV. 3/88)

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RC RETAIN	638+90 (LT)	644+25 (LT)	536	1.5	--	--
RC RETAIN	638+10 (RT)	650+20 (RT)	1204	3.6	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	--	S87°18'54"E	375.755	--
2	762.002	13°43'37"	182.561	91.719

Caltrans Metric

07	La	10	60.3/68.2		

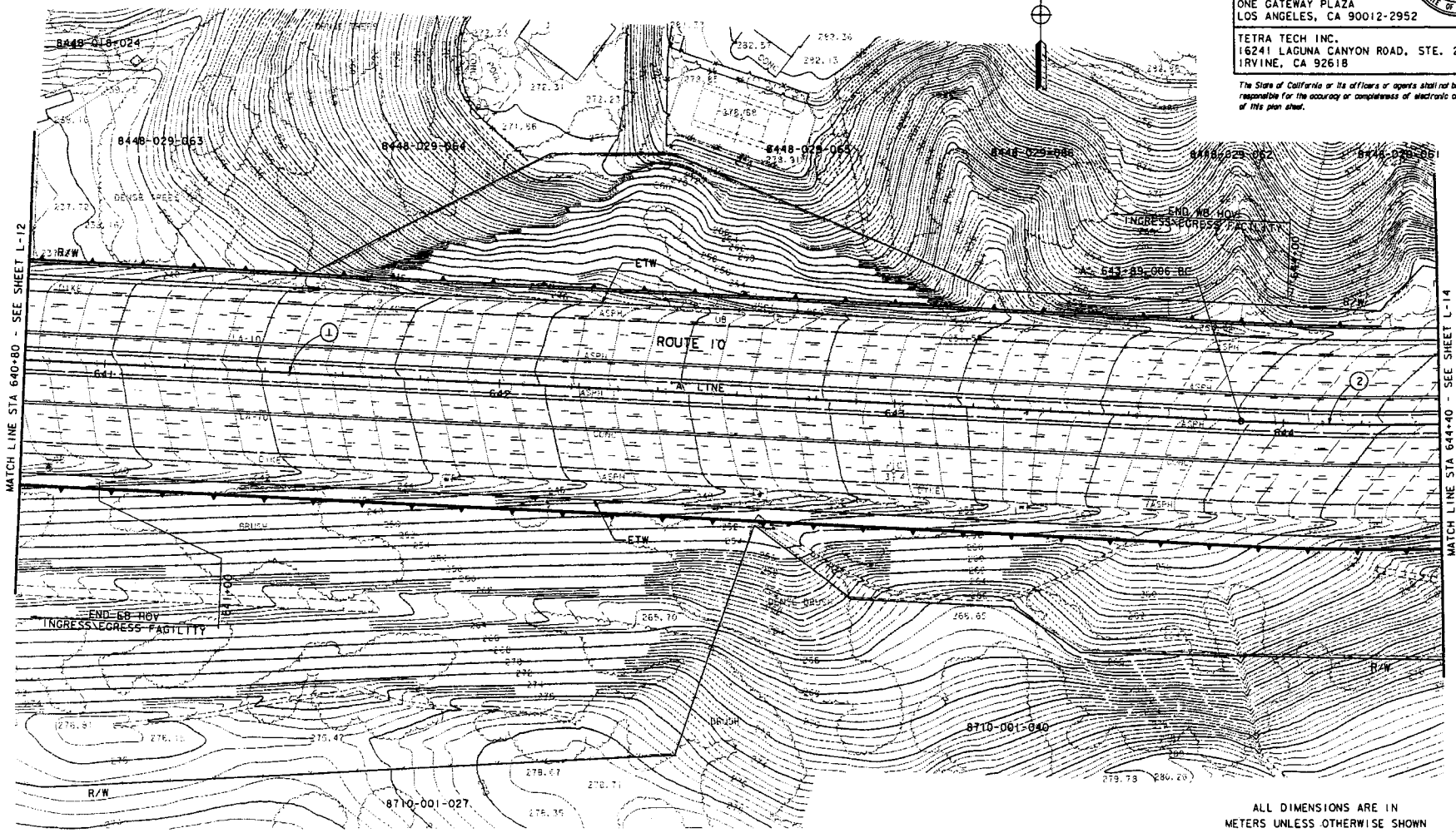
REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM
No. 18206
Exp.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN OVERSIGHT
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DATE 12/98 | REVISED BY EM | DATE REVISED 4/99
12/98

LAST REVISION 12-05-01
DATE PLOTTED = 13 SEP 2002
TIME PLOTTED = 11:31:50

FORM DC-OE-91-PF (REV. 3/88)

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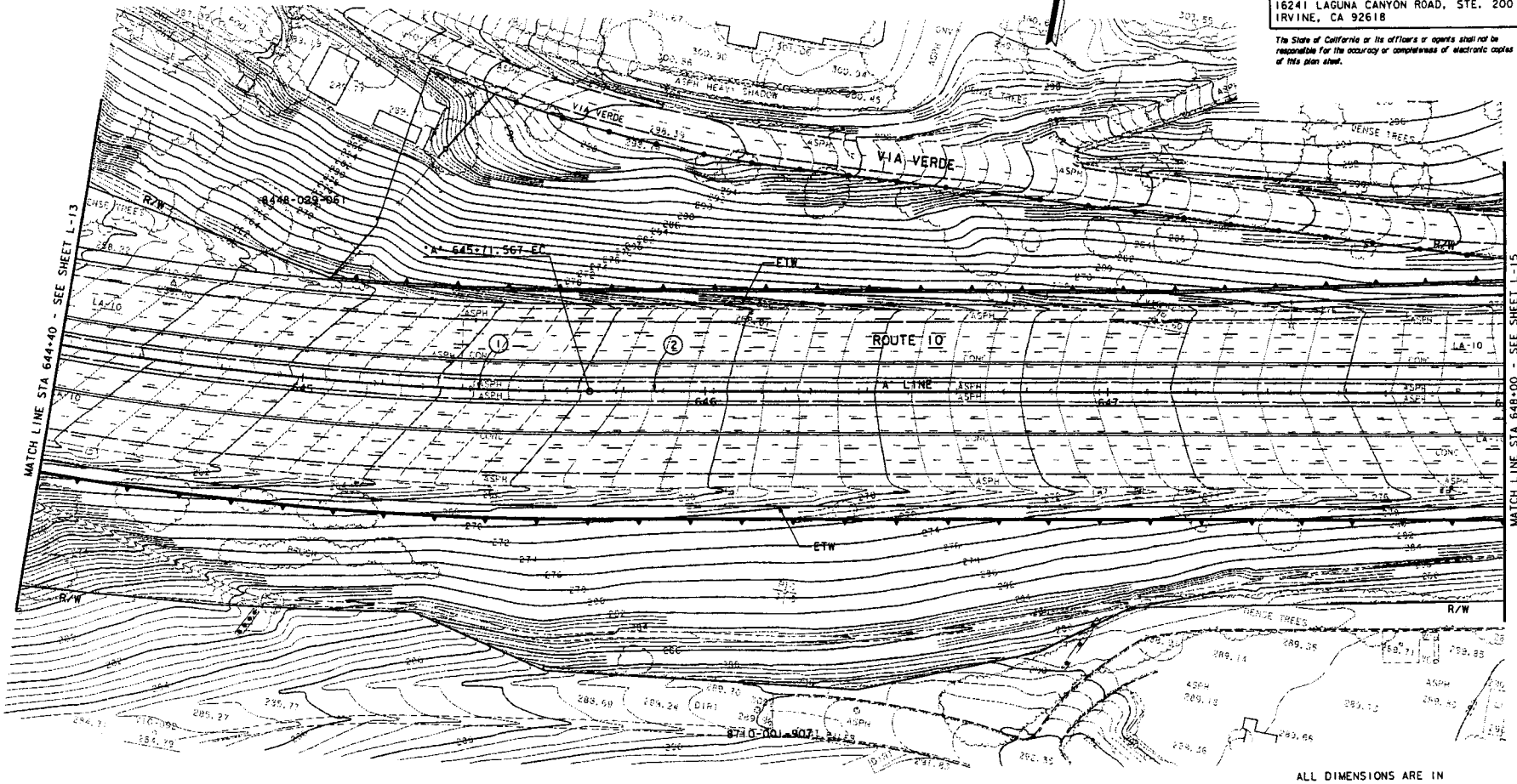
CU XXXXX | EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
SOUND	645+31 (LT)	648+63 (LT)	342	--	3.7	NB-29
RC RETAIN	645+05 (LT)	648+63 (LT)	357	3.4	--	--
RC RETAIN	638+10 (RT)	650+20 (RT)	1204	3.6	--	--



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2	--	N78°57'29"E	271.952	--

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-14

Caltrans Metric

07	LA	10	60.3/68.2

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 Exp. Civil — State of California — Professional Engineer

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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12/98 | DATE REVISED

LAST REVISION | DATE PLOTTED => 13 SEP 2002
12-05-01 | TIME PLOTTED => 11:52:26

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU XXXXX | EA 119340

FORM DC-OE-91-PF (REV. 3/88)

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
SOUND	645+31 (LT)	648+63 (LT)	342	--	3.7	NB-29
RC RETAIN	645+05 (LT)	648+63 (LT)	357	3.4	--	--
RET / SOUND	648+63 (LT)	650+52 (LT)	201	3.1	3.7	NB-29
SOUND	650+52 (LT)	651+05 (LT)	57	--	3.7	NB-29
RC RETAIN	638+10 (RT)	650+20 (RT)	1204	3.6	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	--	N78°57'29"E	271.952	--
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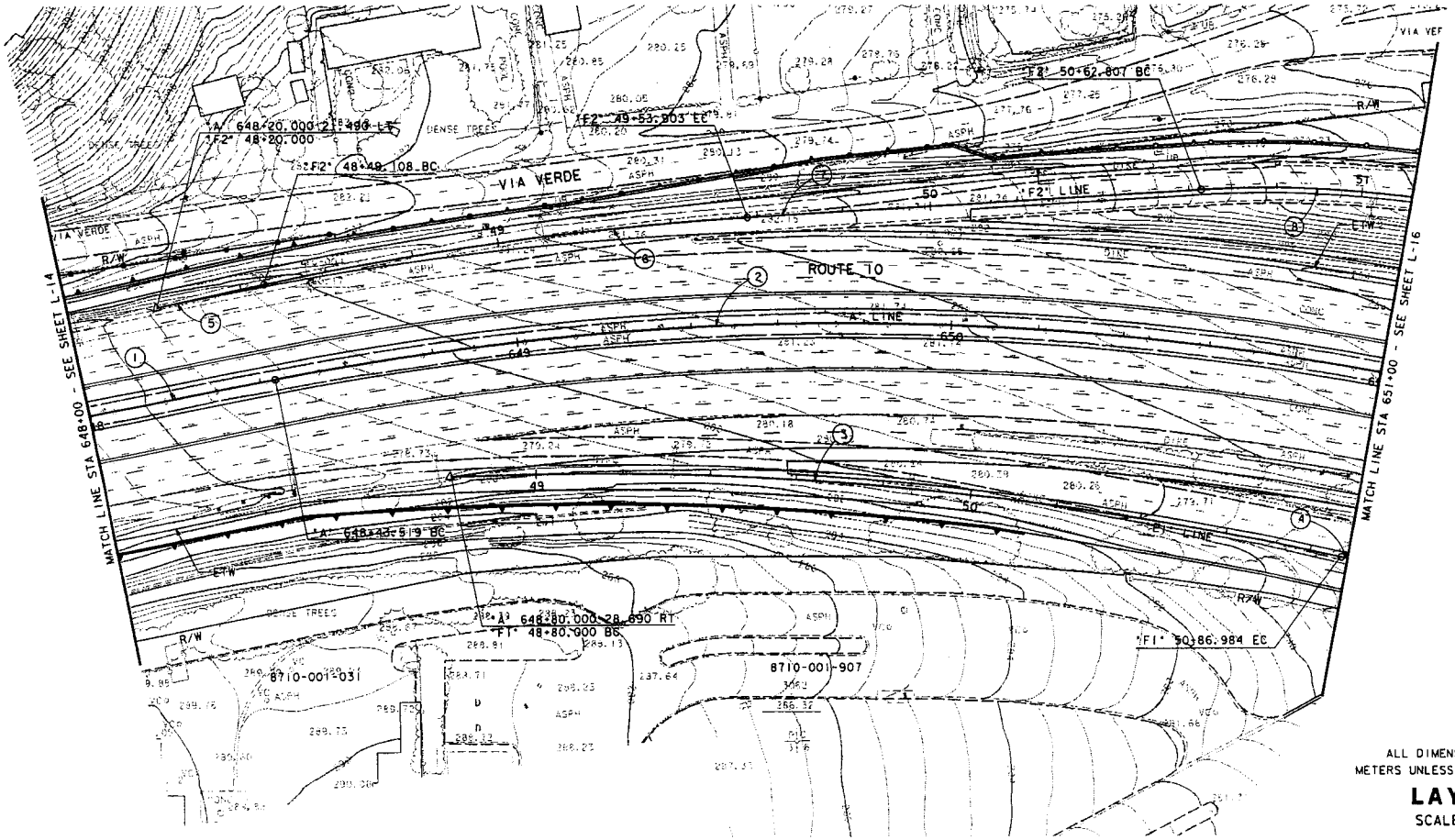
3	800.000	14°49'27"	206.984	104.073
4	--	S77°24'49"E	26.290	--
5	--	N77°48'46"E	29.108	--
6	700.000	8°34'39"	104.794	52.495
7	--	N86°23'25"E	108.905	--
8	250.000	16°11'33"	70.653	35.564



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-15

Caltrans Metric

07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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CU XXXXX | EA 119340

FORM DC-OE-91-PF (REV. 3/88)

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
SOUND	650+52 (LT)	651+05 (LT)	57	--	3.7	NB-29
RC RETAIN	651+45 (LT)	653+20 (LT)	182	3.1	--	--
RET / SOUND	653+20 (LT)	657+65 (LT)	XXX	X.X	4.3	NB-30
RC RETAIN	652+65 (RT)	661+90 (RT)	920	4.8	--	--

CURVE AND TANGENT DATA									
NO.	R	Δ / BEARING	L	T	NO.	R	Δ / BEARING	L	T
1	685.801	30°33'53"	365.844	187.387	10	600.000	2°55'34"	30.643	15.325
2	--	S70°28'38"E	564.389	--	11	--	S74°29'15"E	123.476	--
3	--	S77°24'49"E	26.290	--	12	1000.000	2°51'52"	49.994	25.002
4	250.000	16°11'33"	70.653	35.564	13	--	S71°37'23"E	100.020	--
5	--	S77°25'02"E	6.203	--	14	--	N62°11'44"E	20.293	--
6	--	S77°25'03"E	20.660	--	15	30.480	49°36'33"	26.391	14.087
7	250.000	11°07'55"	48.572	24.362	16	--	N12°35'11"E	56.658	--
8	--	S66°17'08"E	230.168	--	17	--	N12°35'11"E	69.728	--
9	--	S77°24'49"E	34.806	--					

Caltrans Metric

07 | La | 10 | 60.3/68.2

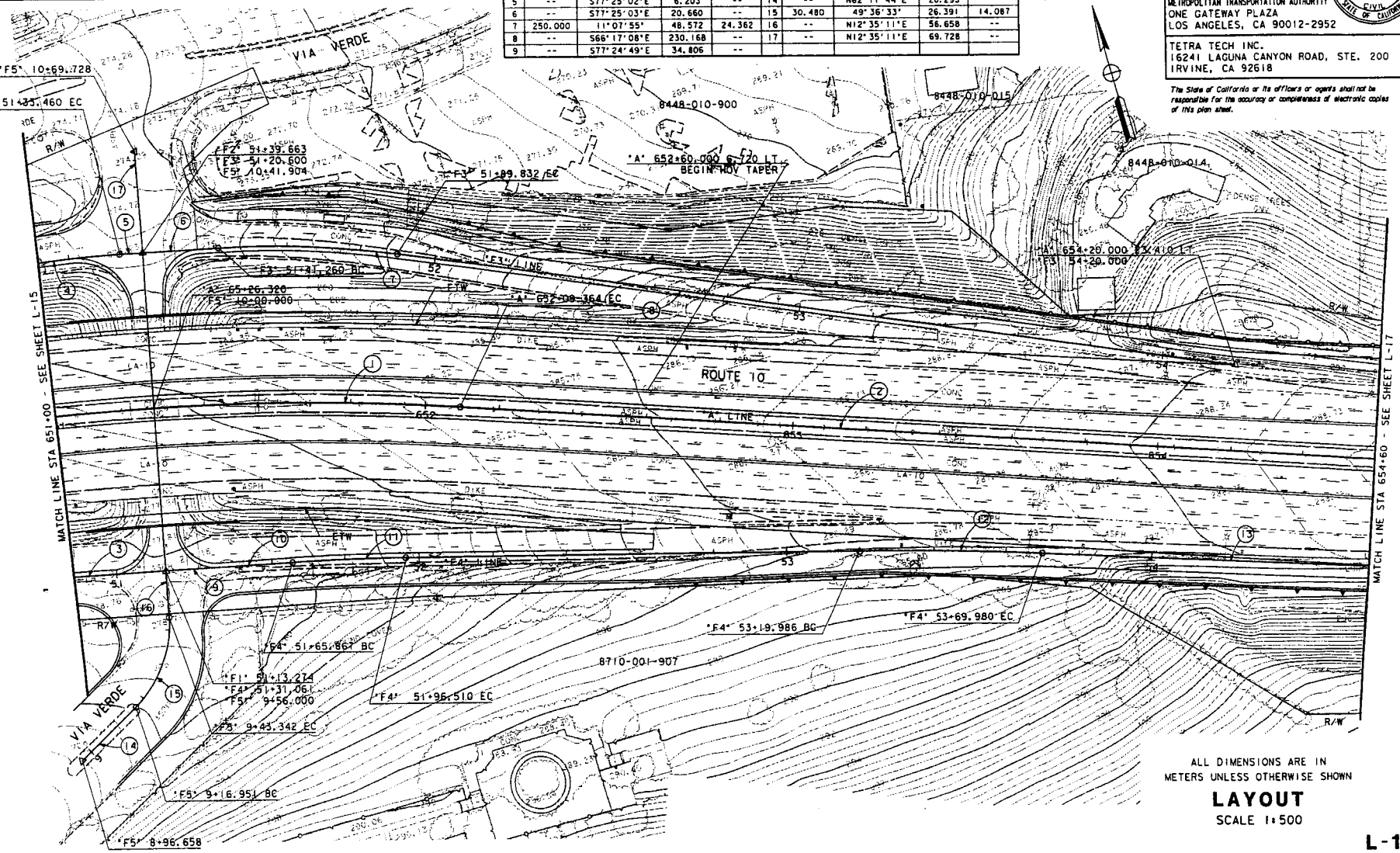
REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA REGISTERED PROFESSIONAL ENGINEER

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618



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LAYOUT

SCALE 1:500

L-16

DATE	REVISED BY
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12/98	DATE REVISED
	4/99

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 12-05-01 DATE PLOTTED => 13 SEP 2002 TIME PLOTTED => 14:27:32

CU XXXXX | EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
RET / SOUND	653+20 (LT)	657+65 (LT)	XXX	X.X	4.3	NB-30
RC RETAIN	657+65 (LT)	660+05 (LT)	248	3.1	--	--
RC RETAIN	652+65 (RT)	661+90 (RT)	920	4.8	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	--	S70°28'38"E	564.389	--
2	609.601	16°52'20"	179.513	90.411

Caltrans Metric

07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JAMES A. NEEDHAM — No. 18206 — Exp. — CIVIL — STATE OF CALIFORNIA

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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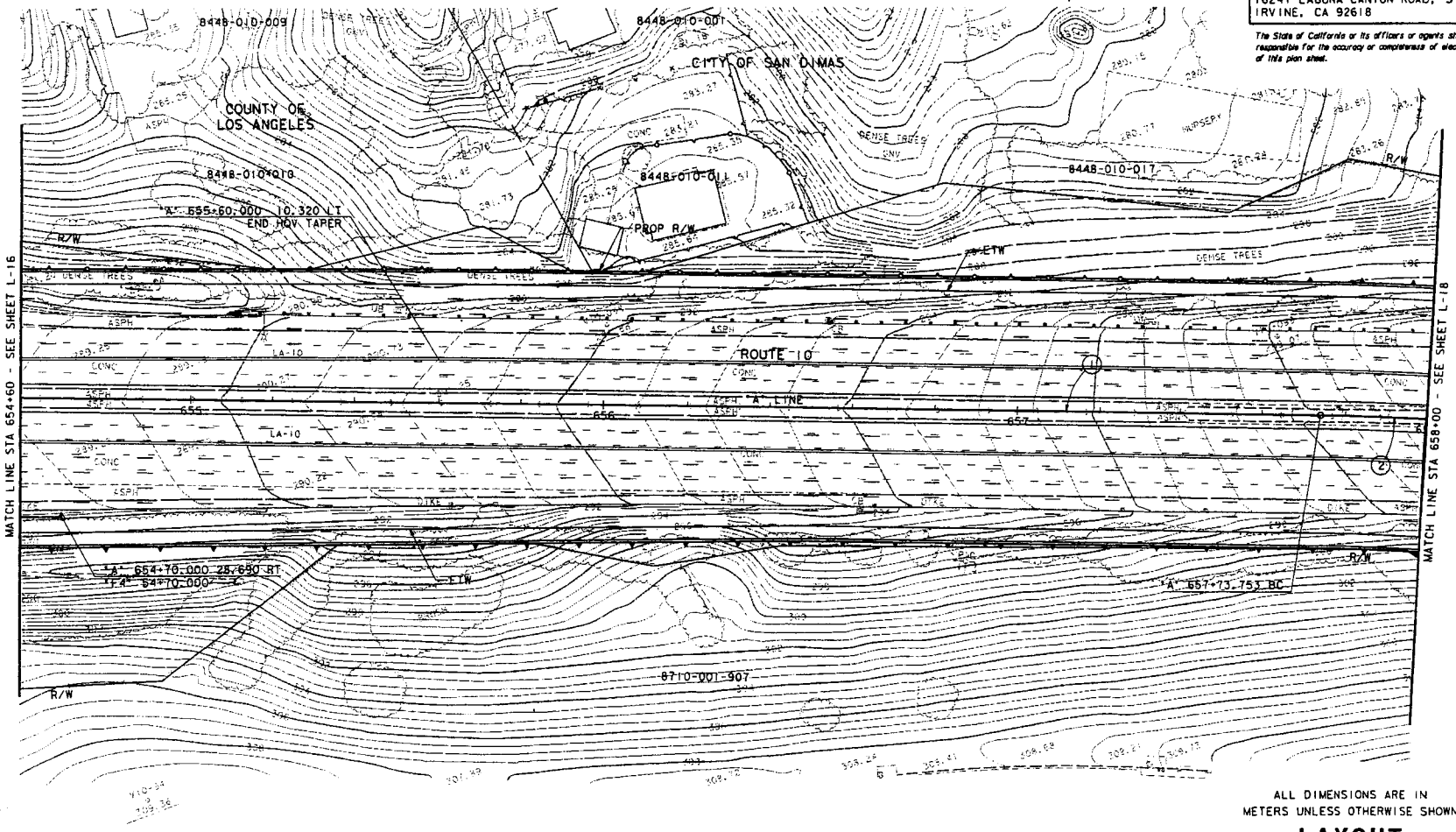

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-17

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12/98	4/99

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 12-05-01 | DATE PLOTTED => 13 SEP 2002 | TIME PLOTTED => 14:00:54

FORM DC-OE-91-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU XXXXX	EA 119340

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RC RETAIN	657+65 (LT)	660+05 (LT)	248	3.1	--	--
SOUND	660+59 (LT)	662+12 (LT)	145	--	4.9	NB-31
RC RETAIN	652+65 (RT)	661+90 (RT)	920	4.8	--	--

CURVE AND TANGENT DATA				
NO.	'R	Δ / BEARING	L	T
1	609.601	16°52'20"	179.513	90.411
2	--	S53°36'18"E	148.594	--
3	766.574	30°49'40"	412.450	211.349

Caltrans Metric

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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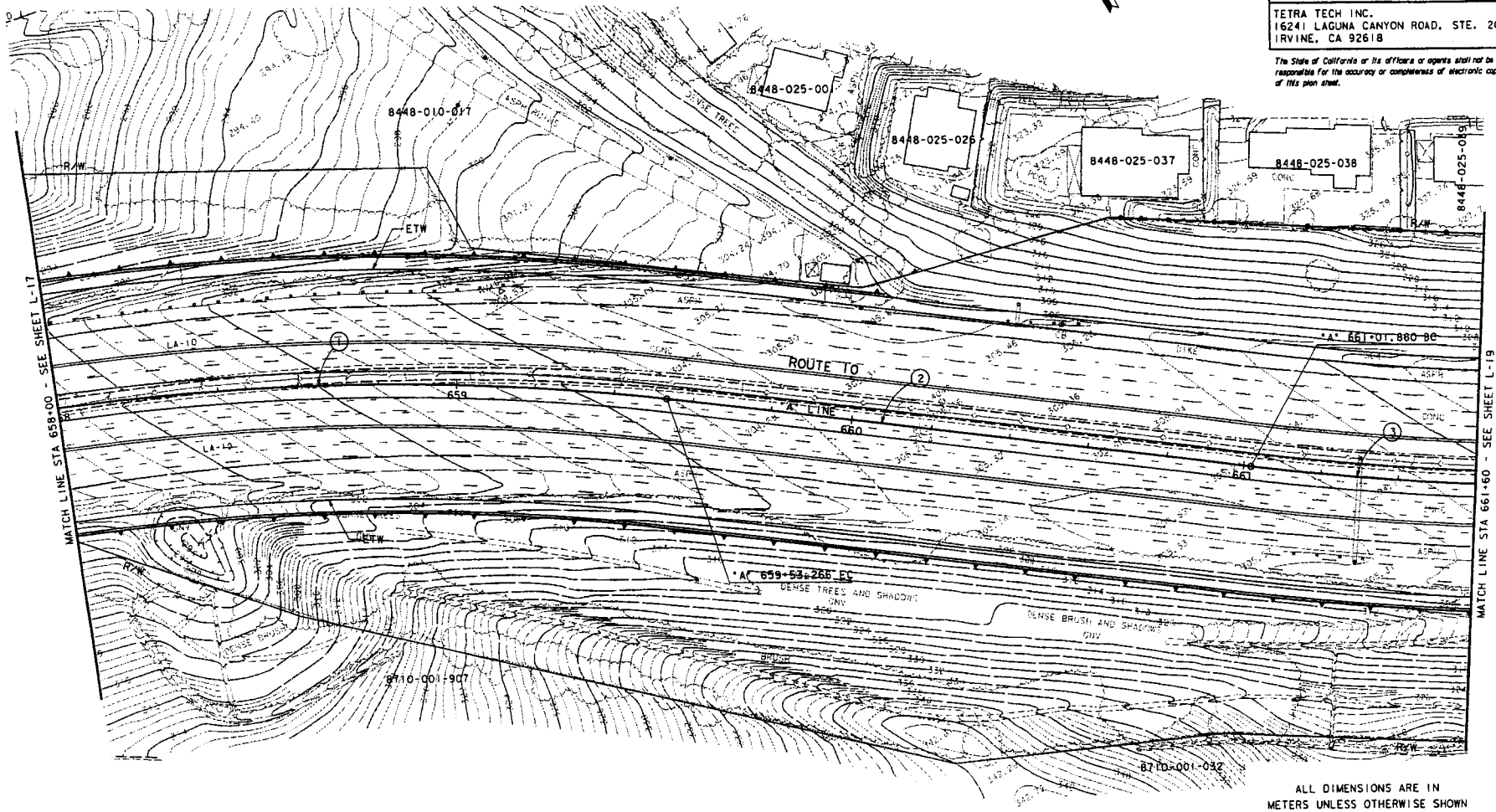

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LAYOUT

SCALE 1:500

L-18

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		12/98	DATE REVISED
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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	TIME PLOTTED =>14:03:49

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CU XXXXX | EA 119340

FORM DC-OE-91-PF (REV. 3/88)

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
SOUND	660+59 (LT)	662+12 (LT)	145	--	4.9	NB-31
RC RETAIN	652+65 (RT)	661+90 (RT)	920	4.8	--	--
RC RETAIN	662+35 (RT)	663+50 (RT)	119	3.9	--	--
MSE WALL	664+80 (RT)	673+35 (RT)	860	7.0	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	766.574	30°49'40"	412.450	211.349

Caltrans Metric

07	LA	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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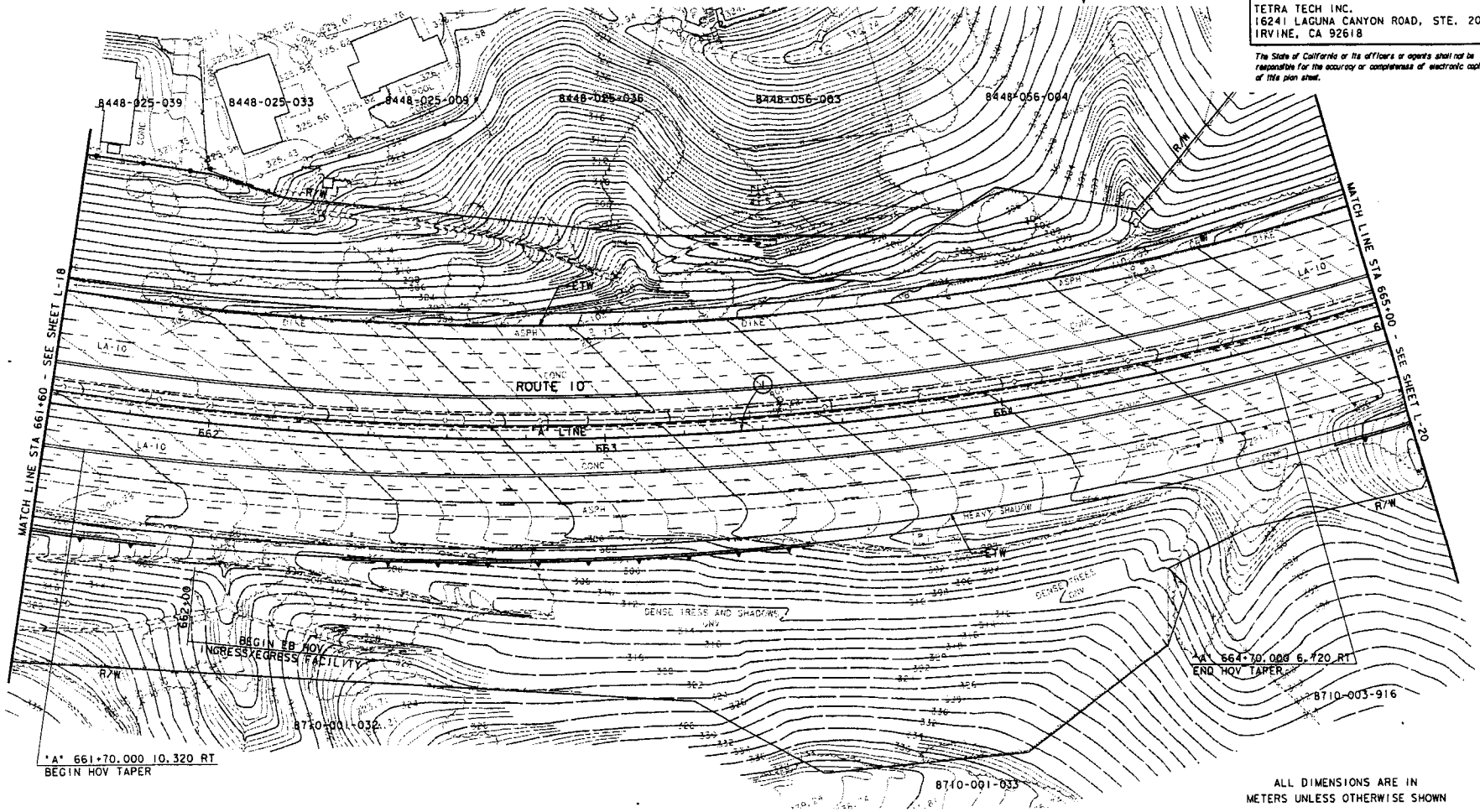

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-19

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		12/98	DATE REVISED
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Caltrans

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FORM OC-OE-91-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE => n:\28\T\0002\codd\119.dgn

CU XXXXX | EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
MSE WALL	664+80 (RT)	673+35 (RT)	860	7.0	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	766.574	30°49'40"	412.450	211.349
2	--	S84°25'08"E	309.147	--
3	3055.498	9°07'59"	487.055	244.044

Caltrans Metric

07	La	10	60.3/68.2		

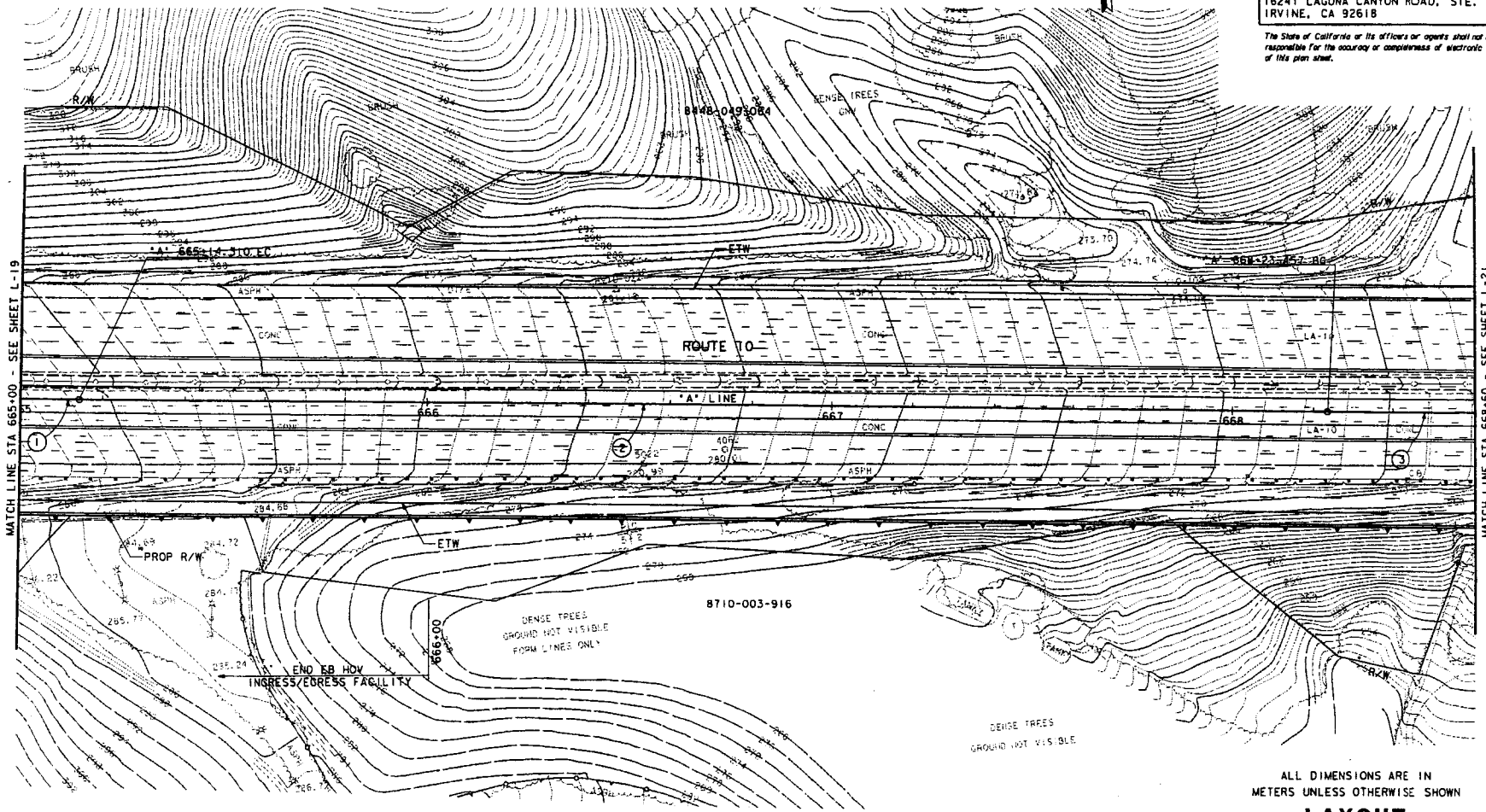
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-20

DESIGN OVERSIGHT	CALCULATED/ DESIGNED BY	DATE	REVISED BY
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		4/99	

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LAST REVISION 12-05-01
DATE PLOTTED => 13 SEP 2002
TIME PLOTTED => 14:08:43

FORM DC-OE-91-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU XXXXX | EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
MSE WALL	664+80 (RT)	673+35 (RT)	860	7.0	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	3055.498	9°07'59"	487.055	244.044

Caltrans Metric

07	LA	10	60.3/68.2		

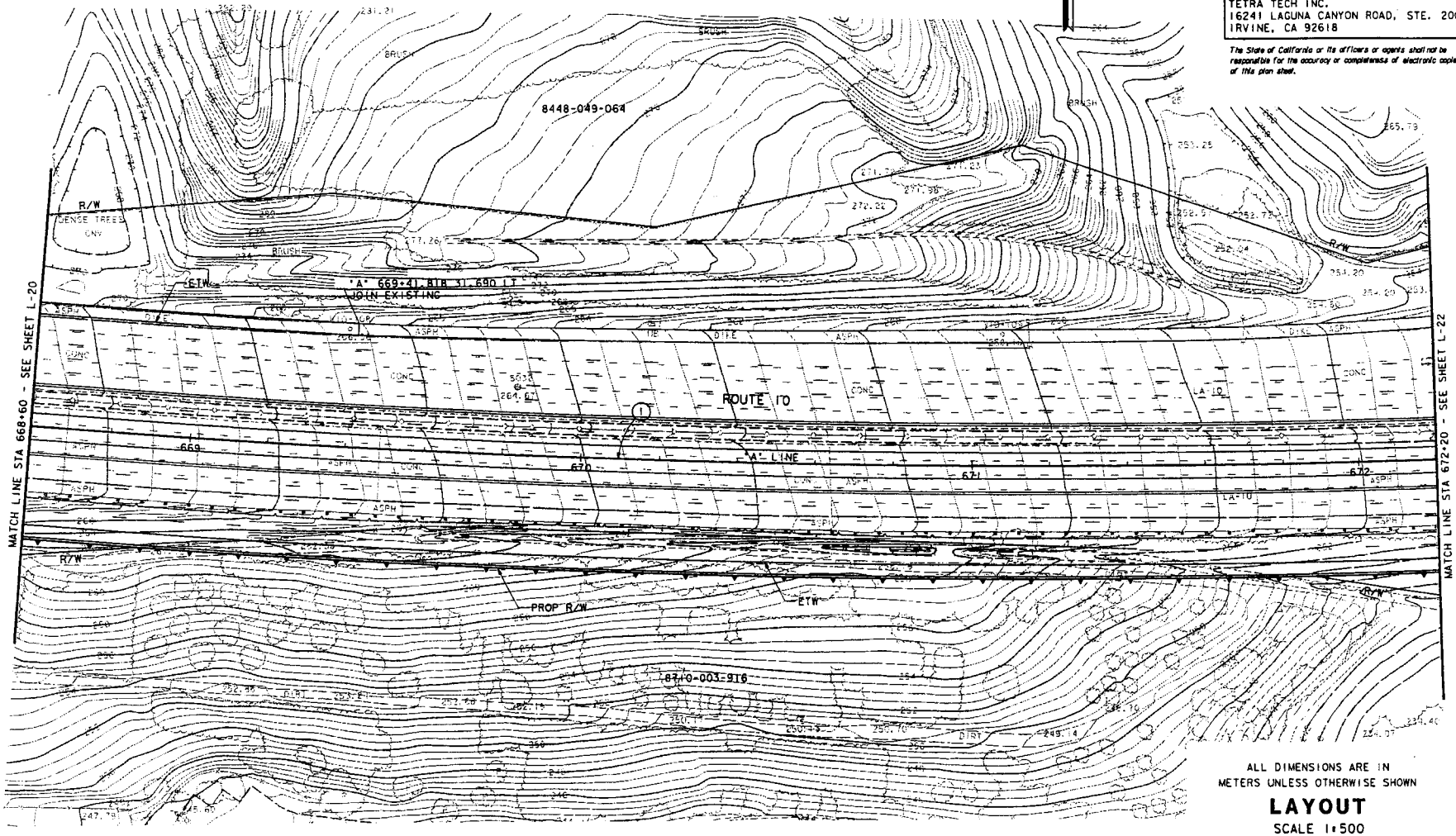
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

JAMES A. NEEDHAM No. 18206 Exp. CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-21

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12/98	EM

DATE REVISED	
12/98	4/99

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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12-05-01	TIME PLOTTED = 14:17:46

FORM DC-OE-91-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE => n:\2817\0002\cadd\121.dgn

CU XXXXX	EA 119340

SOUNDWALL AND RETAINING WALL						
WALL TYPE	BEG STATION	END STATION	LENGTH (m)	AVE RET WALL HEIGHT (m)	SOUNDWALL HEIGHT (m)	SOUNDWALL No.
MSE WALL	664+80 (RT)	673+35 (RT)	860	7.0	--	--

CURVE AND TANGENT DATA				
NO.	R	Δ / BEARING	L	T
1	3055.498	9°07'59"	487.055	244.044
2	--	N86°26'52"E	382.930	--
3	--	S88°40'22"E	378.963	--

Caltrans Metric

07	La	10	60.3/68.2		

REGISTERED CIVIL ENGINEER

JAMES A. NEEDHAM No. 18206 Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952

TETRA TECH INC.
16241 LAGUNA CANYON ROAD, STE. 200
IRVINE, CA 92618

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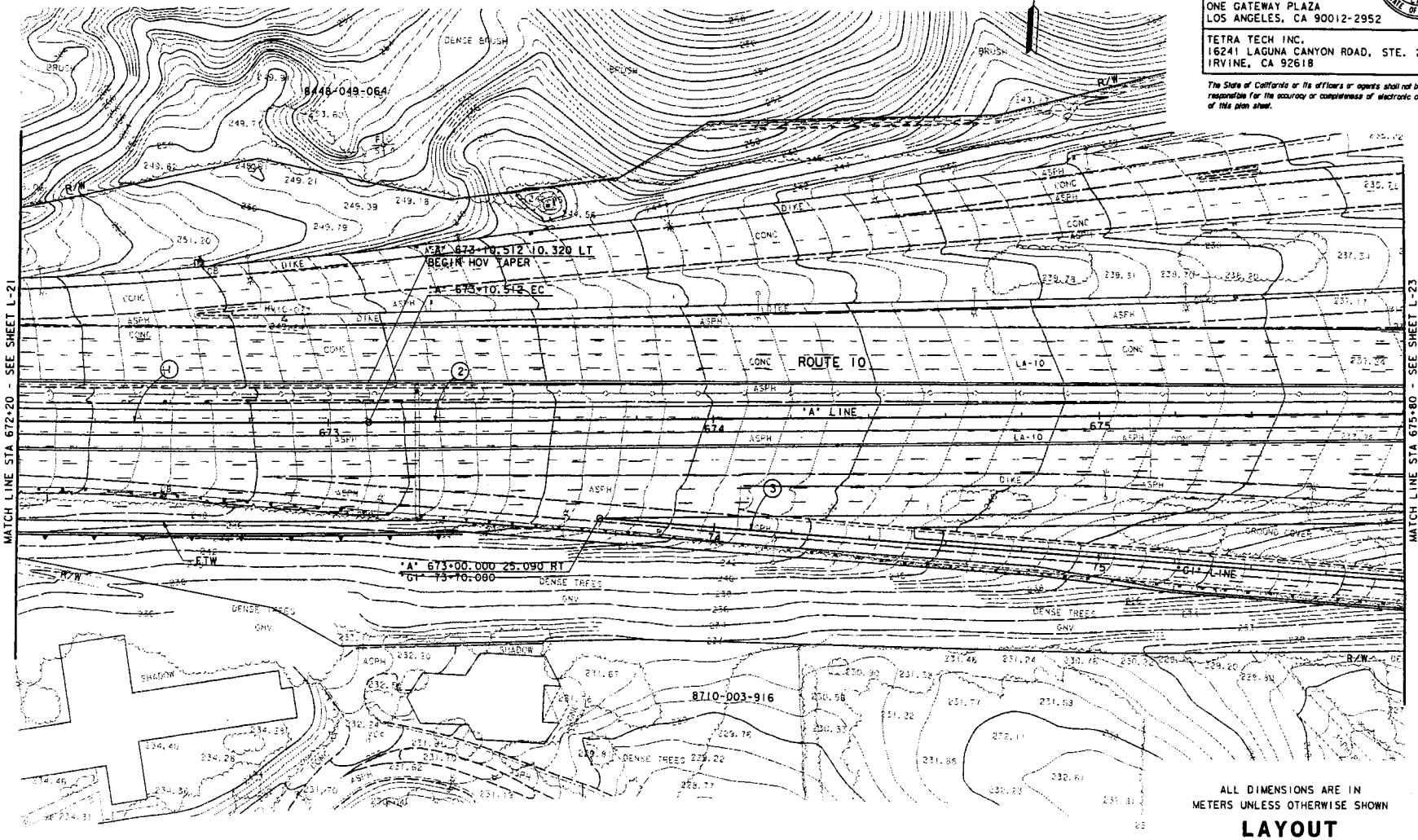

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

L-22

DATE	REVISED BY	DATE REVISED	CALCULATED/ DESIGNED BY	CHECKED BY
12/98	EM	4/99	DESIGN OVERSIGHT	XXXXXXXXXXXXXXXX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION DATE PLOTTED => 13 SEP 2002
TIME PLOTTED => 16:26:47

FORM DC-OE-91-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU XXXXX	EA 119340

APPENDIX B
State Historic Preservation Office Concurrence

STATE OF CALIFORNIA — THE RESOURCES AGENCY

PETE WILSON, Governor

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO 94296-0001
(916) 653-6624
FAX: (916) 653-9824

(916) 653-6624
FAX (916) 653-9824

March 13, 1995

FHWA950113A

Fred J. Hempel, Division Administrator
Region Nine
Federal Highway Administration
California Division
980 9th Street
SACRAMENTO CA 95814-2724

Re: High Occupancy Vehicle Lane Additions to Interstate Route 10, from Interstate Route 605 to Interstate Route 210 (Route 57/71/210 Interchange), Los Angeles County.

Dear Mr. Hempel:

Thank you for submitting to our office your January 12, 1995 letter and supporting Historic Property Survey Report (HSPR) regarding the proposed High Occupancy Vehicle Lane (HOVL) additions to Interstate Route (IR) 10, from IR 605 to IR 210 (Route 57/71/210), Los Angeles County.

The project will involve the construction of two HOV lanes on the freeway, with widening taking place along the entire route through Baldwin Park, West Covina, and portions of Pomona. Widening is expected to require full or partial acquisition of parcels along frontage roads located between the intersection of IR 605 and just east of Baldwin Park Boulevard and between Vineland Avenue and La Puente Road. Widening will also occur between Baldwin Park and Vineland Avenue, but the existing right-of-way will accommodate the widening without additional property acquisition. The remainder of project activities involving the construction of soundwalls, retaining walls, and other features are to numerous to detail in this letter.

You are seeking our comments on your determination of the eligibility of 101 parcels located within the project Area of Potential Effect (APE) for inclusion on the National Register of Historic Places (NRHP) in accordance with Section 106 of the National Historic Preservation Act. Ninety-nine of these parcels, are identified as having buildings on them that were constructed before 1945 and two have no recorded dates of construction. The remaining 533 parcels are either vacant or have post-1945 buildings on them. In accordance with the "Memorandum of Understanding (MOU) Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings, and Altered Pr-1945 Buildings," (1989), we will not evaluate post-1945 structures for historical significance.

You are also seeking our comments on your determination of the effects of the proposed project on historic resources in accordance with the National Historic Preservation Act. Our review of the submitted HSPR leads us to concur with your determination that the W. K. Kellog Arabian Horse Ranch is eligible for inclusion on the NRHP under Criterion B and C as defined by 36 CFR 60.4. The ranch has strong associations with W.K. Kellog, a co-inventor of the corn flake and head of the Kellog's Cereal Company, one of America's best known corporations. It is also associated with one of the earliest of the successful breeding programs for Arabian horses. The ranch is also notable for its architectural and landscape design features that sought to incorporate the natural topography of the surrounding area into its atmosphere.

We have also determined that all other pre-1945 structures listed in the three volume HSPR are not eligible for inclusion on the HSPR under any of the criteria established by 36 CFR 60.4. None of the structures have strong associations with historic events or persons, nor are they architecturally significant. As a result of these eligibility determinations, we can concur with your determination that the proposed project, as described in the HSPR, will have no effect on historic properties located within or near the project APE.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,

Cherilyn Widell
State Historic Preservation Officer

STATE OF CALIFORNIA – THE RESOURCES AGENCY GRAY DAVIS, Governor

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@mail2.quiknet.com

September 6, 2002

REPLY TO: FHWA020703A

Michael G. Ritchie, Division Administrator
Federal Highway Administration
Region Nine, California Division
980 Ninth Street, Suite 400
SACRAMENTO CA 95814-2724

Re: Supplemental Historic Property Survey Report for the Interstate 10 High Occupancy Vehicle Lane Between Interstate 605 and the State Route 57/State Route 71/Interstate 210 Interchange in the Cities of Los Angeles, Baldwin Park, West Covina, Covina, San Dimas, and Pomona in Los Angeles County.

Dear Mr. Ritchie:

Thank you for submitting to our office your June 26, 2002 letter and Historic Property Survey Report (HPSR) regarding the above-referenced project in the Cities of Los Angeles, Baldwin Park, West Covina, Covina, San Dimas, and Pomona in Los Angeles County. The proposed project is designed to improve traffic conditions on the section of Interstate 10 (I-10) between I-605 in the City of Baldwin Park on the west and the State Route (SR) 57/SR-71/I-210 Interchange on the east. The purpose of the project is to improve the level of service (LOS) and to support and promote High Occupancy Vehicle (HOV) modes. The proposed project is the provision of one median HOV lane in each direction, and in some locations the construction of an additional auxiliary lane. Soundwalls will be constructed at some locations to mitigate noise impacts. The project Area of Potential Effects (APE) appears adequate and meets the definition set forth in 36 CFR 800.16(d). An archeological record search conducted at the South Central Coastal Information Center at California State University, Fullerton, and a pedestrian conducted by qualified archeologists, revealed no known archeological resources within the project APE.

FHWA is seeking our comments on its determination of the eligibility of 161 pre-1956 architectural properties located within the project APE for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. An additional 188 post-1956 architectural buildings and structures are being treated under California Department of Transportation (Caltrans) *Interim Policy for the Treatment of Buildings Constructed In 1957 or Later.* FHWA is also seeking our comments on its determination of the effects the proposed project will have on historic properties in accordance with 36 CFR 800. Our review of the submitted documentation leads us to concur with FHWA's determination that none of the aforementioned pre-1956 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong association with significant historical events or persons and are not examples of outstanding architectural design or

function. On the basis of these comments we can now concur with FHWA's determination that the proposed project, as described, will have no effect on historic properties.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,

Dr. Knox Mellon
State Historic Preservation Officer

APPENDIX C
Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608

July 26, 2000

TITLE VI
POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

Jeff Morales

JEFF MORALES
Director

APPENDIX D
Summary of Relocation and Assistance Benefits

APPENDIX D
SUMMARY OF RELOCATION ASSISTANCE BENEFITS AVAILABLE TO DISPLACED PARTIES

A.1 INTRODUCTION

The information in this Appendix will help you answer questions such as:

- What is the Relocation Assistance Act?
- Who will contact you?
- How much will you be paid for your property?
- What other assistance you may qualify for.

The information provided in this Appendix is for informational purposes only. It is not intended to give a complete statement of all state or federal laws governing relocation assistance. Questions should be directed to the Department of Transportation's Relocation Advisor at the District 7 Right of Way Relocation Branch. A representative from the Relocation Branch will work closely with each displaced household, business, farm or non-profit organization at the appropriate time to ensure that all payments and benefits are fully utilized and that all regulations are observed. This will ensure the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

A.1.1 THE UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 allows either state or federal agencies to purchase private property for public use and provide appropriate safeguards to accomplish this purpose. Specific provisions within the Act ensure the full protection of rights for each citizen whose property is affected. Before the purchase of private property for public use, a team of specialists is assembled to determine the best possible method to address a specific transportation program. Planning a suitable project involves analyzing social, economic, engineering and environmental factors. The ultimate goal is to build a project with the least impact to the public, and one that is consistent with the purpose and need of the proposed improvements. The project selected must be in the "greatest public good" and the least private injury or inconvenience, while rendering the best possible service.

A.1.2 FAIR HOUSING LAW

The Fair Housing Law (Title VI of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act makes discriminatory practices in the purchase and rental of most residential units illegal.

A.1.3 COMPLIANCE

The Uniform Relocation Assistance and Real Property Acquisitions Policy Act and Fair Housing Law guide the California Department of Transportation (Department) when a project requires the acquisition of property for public purpose.

The Department implements the Caltrans Relocation Assistance Program which forms the basis for compliance with these acts. The Department, through its Relocation Assistance Advisory Service Program, provides assistance to any person, business, farm or nonprofit organization displaced as a result of a project.

A.1.4 WRITTEN OFFER TO ACQUIRE YOUR PROPERTY

When the Department initiates the first written offer to purchase private property, the owner is given a detailed explanation of the state's relocation services. Tenants of properties to be acquired are contacted soon after the first written offer to purchase, and are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department Relocation Advisor.

A.2 RESIDENTIAL RELOCATION ASSISTANCE PROGRAM

A.2.1 RELOCATION ASSISTANCE ADVISORY SERVICES

The Department, in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 s amended, will provide relocation advisory services to any person displaced as a result of the acquisition of property for public use. The Department will assist displacees in obtaining comparable replacement housing by providing current and continuing information on the availability with prices of both houses for sale and rental units that are "decent, safe and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase.

Residential replacement dwellings will be in equal or better neighborhoods at rental rates or housing prices within the financial ability of the individuals or families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, or national origin and are consistent with the requirements of Title VI of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state-assisted housing programs, and any other known services being offered by public and private agencies within the area.

Persons who are eligible for relocation assistance payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Occupants eligible for relocation payment(s) will not be required to move unless at least one comparable replacement residence, available on the market, is offered to them by the Department.

A.2.2 REPLACMENT HOUSING PAYMENTS (RHP)

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners may qualify to receive a price differential payment and may be eligible to receive reimbursement for certain non-recurring costs incidental to the purchase of the replacement property. A mortgage differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling. This is subject to certain limitations on reimbursement based on the replacement property interest rate.

A.2.3 RENTAL DIFFERENTIAL

Tenants who have occupied the property to be acquired by the Department for 90 to 179 days prior to the date of the first written offer to purchase may qualify to receive a rental differential payment. This payment is made when the Department determines that the cost to rent a comparable replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and for the payment of certain costs incidental to the purchase, subject to certain limitations listed in the "Down Payment" Section below. The maximum amount payable to any owner occupants and tenants of 90 days or more, in addition to moving expenses, is $5,250. If the total entitlement for rent differential exceeds $5,250, the Last Resort Housing program will be used. This is described below.

In order to receive relocation benefits, the displaced person(s) must buy or rent and occupy a dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement, whichever is later.

A.2.4 DOWN PAYMENT

The purpose of the down payment option is to provide assistance in purchasing a replacement property. It is available to the owner and tenants of 90 days or more of continuous occupancy prior to the Department's first written offer to purchase a replacement property. The down payment is a direct conversion of the rent differential payment. The one year eligibility period in which to purchase and occupy a replacement dwelling will apply.

A.2.5 MOVING COSTS

Displaced individuals and families may choose to be paid either on the basis of actual, reasonable moving costs and related expenses, or they may choose to be paid according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before your move.

A.2.6 LAST RESORT HOUSING

Federal regulations (49 Code of Federal Regulations (CFR) 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. The purpose of Last Resort Housing is to provide housing for the displacee in situations where a displacee can not be relocated. This may occur when there is no comparable replacement housing. If this occurs, the Department may exceed the $5,250 and $22,500 statutory limits of the standard relocation plan to make available housing affordable. Last Resort Housing allows the Department to construct, rehabilitate or modify housing in order to meet the needs of the people displaced by the project.

A.3 BUSINESS, FARM OR NONPROFIT ORGANIZATION RELOCATION ASSISTANCE PROGRAM

A.3.1 RELOCATION ASSISTANCE ADVISORY SERVICES

The Relocation Assistance Advisory Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. This Program provides current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are searching and moving expenses, and possible reestablishment expenses. Alternatively, a fixed in lieu payment may be substituted for any moving, searching or reestablishment expenses. The payment types are summarized below.

A.3.2 MOVING EXPENSES

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property as well as dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking and reconnecting of personal property.
- Loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation.
- Expenses related to searching for a new business site.

A.3.3 REESTABLISHMENT EXPENSES

Reestablishment expenses include expenses related to the operation of the business at the new location.

A.3.4 FIXED IN LIEU PAYMENT

A fixed in lieu payment for moving and searching may be available to businesses which meet certain eligibility requirements. This payment is equal to the average annual net earnings for the last two taxable years prior to the relocation.

A.5 ADDITIONAL INFORMATION

Reimbursement for moving cost and replacement housing payments is not considered income for the purpose of the Internal Revenue Service Code of 1954 or resources for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, local "Section 8" Housing Programs or the Federal assistance programs.

APPENDIX E
References and Persons and Organizations Consulted

Appendix E
REFERENCES AND PERSONS AND ORGANIZATIONS CONSULTED

REFERENCES

The following technical references were used in the preparation of this Environmental Document (ED). In addition, a number of project specific technical reports were also prepared for the project as described in Section 4..2 (Technical Reports). References used in the preparation of the technical reports are listed in each technical report.

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Plate 1: Fault Rupture Hazards and Historic Seismicity (12/90).
Plate 2: Engineering Geologic Materials (12/90).
Plate 3: Shallow and Perched Ground Water (12/90).
Plate 4: Liquefaction Susceptibility (12/90).
Plate 5: Landslide Inventory (12/90).
Plate 6: Flood and Inundation Hazards (12/90).
Plate 7: Wildland and Urban Fire Hazards (12/90).
Plate 8: Critical Facilities and Lifeline Systems (12/90).
Economic Development and Revitalization Policy (adopted November 25, 1980).
Los Angeles County Solid Waste Management Plan (adopted November 25, 1980).
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West Covina Redevelopment Agency, Central Business District Redevelopment Project Area, Adopted December 20, 1984.

PERSONS AND ORGANIZATIONS CONSULTED

In addition to the persons and organizations consulted through the public notice process, the following persons and organizations were contacted regarding specific information or data needs in the I-10 study area.

Amy Harbin, Department of City Planning, City of Baldwin Park

Gar K. Yee, Department of Regional Planning, County of Los Angeles

Captain Keis, Baldwin Park Police Department, City of Baldwin Park

Javier Minjares, Southern California Association of Governments

Joanne Rumpler, Planning Department, City of Covina

Maria Atencio, Planning Department, City of Walnut

Susan Conrique, Southern California Association of Governments

Housing Division, City of Baldwin Park

Planning Department, City of Baldwin Park

Baldwin Park Unified School District

Los Angeles County Fire Department

West Covina Public Library

Department of City Planning, City of West Covina

West Covina Police Department

City Redevelopment Agency, City of West Covina

West Covina Fire Department

Jody Sterns, City Clerk's Office, City of Industry

West Covina School District

Covina Valley School District

Vera Rocha, Tribal Chairperson, Gabrielino Nation

Cindi Alvitre, Tribal Chairperson, Tongua Tribe, Gabrielino Nation

Baldwin Park Historical Society

Covina Valley Historical Society

Marci Breisacher, National Register Recording Secretary State Office of Historic Preservation

Melissa Paul, Arabian Horse Collection, California State Polytechnic University, Pomona

Chris Christofferson, California State Polytechnic University, Pomona

APPENDIX F
Recommended Noise Barrier Locations

Table 7-1
EXISTING AND FUTURE WORST HOUR TRAFFIC NOISE LEVELS

Receiver I.D. Number	Location	Type of Development	Existing Noise Level, Leq(h) (dBA)	Future Noise Level, Leq(h) (dBA)	Noise Increase (+) or Decrease (-)	Noise Abatement Category and (Criterion)	Impact Type* (S, A/E, CR, or None)
Segment 1 – I-605 to Puente Avenue							
CT-A	12714 Dalewood Street	Residential	67	68	+1	B (67)	A/E
1	12744 Dalewood Street	Residential	71	71	0	B (67)	A/E
A	12750 Dalewood Street	Residential	77	78	+1	B (67)	A/E
CT-B	12737 Garvey Avenue	Commercial	74	74	0	C (72)	A/E
2	12775 Garvey Avenue	Residential	78	79	+1	B (67)	A/E
2-A	Cooks Trailer Park, Garvey Avenue	Residential	78	78	0	B (67)	A/E
3	Angel Inn, Garvey Avenue	Hotel/Motel	73	73	0	B (67)	A/E
4	12836 Judith Street	Residential	77	78	+1	B (67)	A/E
5	13001 Dalewood Street	Residential	77	77	0	B (67)	A/E
5-A	13049 Dalewood Street	Residential	75	75	0	B (67)	A/E
6	Park, Dalewood Street	Park	76	76	0	B (67)	A/E
7	Aristocrat Motel, Garvey Avenue	Hotel/Motel	75	75	0	B (67)	A/E
8	13227 Fairgrove Street	Residential	70	70	0	B (67)	A/E
9	13445 Waco Street	Residential	72	73	+1	B (67)	A/E
10	1360 Maine Avenue	Residential	74	75	+1	B (67)	A/E
11	Baldy View Trailer Park	Residential	73	74	+1	B (67)	A/E
12	1622 Vineland Street	Residential	74	75	+1	B (67)	A/E
13	1528 Virginia Avenue	Residential	72	73	+1	B (67)	A/E
14	Golden State Care Center	Residential	77	77	0	B (67)	A/E
15	Vagabond Haven Mobile Home Park	Residential	75	75	0	B (67)	A/E
CT-D	1719 Dundry Avenue	Residential	73	74	+1	B (67)	A/E
B	1798 Big Dalton Avenue	Residential	77	78	+1	B (67)	A/E
CT-E**	Plaza Motel, Garvey Avenue	Hotel/Motel	75	76	+1	B (67)	A/E
23	Palm Villa Apartments	Residential	74	75	+1	B (67)	A/E
16**	Vacant lot, Garvey Avenue	Vacant	73	74	+1	D	A/E
Segment 2 – Puente Avenue to Citrus Avenue							
17	1304 Haliner Avenue	Residential	71	72	+1	B (67)	A/E
17-A	Haliner Avenue	Residential	72	73	+1	B (67)	A/E
19	2306 Havenbrook Street	Residential	73	74	+1	B (67)	A/E

**Impact Type: S = Substantial Increase (12 dBA or more), A/E = Approach or Exceed NAC, CR = Classroom Noise (Sec. 216 of Streets and Highways Code)*
Note: Existing noise levels represent the worst-hour noise levels, which may vary from those measures in the field.
*** As part of this project, these sites will be rezoned and developed as a shopping mall. Noise abatement will not be considered at these locations.*

Source:

Table 7-1 (Cont'd)
EXISTING AND FUTURE WORST HOUR TRAFFIC NOISE LEVELS

Receiver I.D. Number	Location	Type of Development	Existing Noise Level, Leq(h) (dBA)	Future Noise Level, Leq(h), dBA	Noise Increase (+) or Decrease (-)	Noise Abatement Category and (Criterion)	Impact Type* (S, A/E, CR, or None)
20	2212 Havenbrook Street	Residential	75	76	+1	B (67)	A/E
S-1	Learning Garden Montessori School	School**	74	75	+1	B (67)	A/E
S-2	West Covina Education Center	School**	74	75	+1	B (67)	A/E
21	2231 Mossberg Avenue	Residential	73	74	+1	B (67)	A/E
21-A	Garvey Avenue	Residential	75	76	+1	B (67)	A/E
22	919 Meeker Avenue	Residential	76	77	+1	B (67)	A/E
26	Beverly Manor Care Center	Residential	69	70	+1	B (67)	A/E
27	Doctor's Hospital of West Covina	Hospital	74	75	+1	B (67)	A/E
28	Mauna Loa Apartments	Residential	74	75	+1	B (67)	A/E
29	West Covina Library	Institutional	66	67	+1	B (67)	A/E
30	2320 Havenbrook Street	Residential	73	74	+1	B (67)	A/E
31	Covina Motel	Hotel/Motel	77	78	+1	B (67)	A/E
32	Wayside Motel	Hotel/Motel	77	78	+1	B (67)	A/E
33	Promenade Apartments	Residential	78	79	+1	B (67)	A/E
33-A	Garvey Avenue	Residential	77	78	+1	B (67)	A/E
34	112 Hartley Street	Residential	77	78	+1	B (67)	A/E
35	1029/1031 Garvey Avenue	Residential	70	70	0	B (67)	A/E
36	118 Maplewood Avenue	Residential	73	74	+1	B (67)	A/E
36-A	Maplewood Avenue	Residential	74	75	+1	B (67)	A/E
37	111 Toland Avenue	Residential	76	76	0	B (67)	A/E
38	115 Astell Avenue	Residential	71	72	+1	B (67)	A/E
38-A	Garvey Avenue	Residential	72	73	+1	B (67)	A/E
38-B	Ashdale Street	Residential	71	72	+1	B (67)	A/E
39	1302 Mardina Street cul-de-sac	Residential	74	74	0	B (67)	A/E
39-A	Mardina Street	Residential	73	74	+1	B (67)	A/E
40	1408 Mardina Street	Residential	73	73	0	B (67)	A/E
41	1542 Mardina Street	Residential	76	77	+1	B (67)	A/E
CT-G	1726 Mardina Street	Residential	76	76	0	B (67)	A/E
42	104 Turner Avenue	Residential	69	70	+1	B (67)	A/E
42-A	Robin Road	Residential	71	72	+1	B (67)	A/E
43	1549 James Avenue	Residential	72	72	0	B (67)	A/E

Impact Type: S = Substantial Increase (12 dBA or more), A/E = Approach or Exceed NAC, CR = Classroom Noise (Sec. 216 of Streets and Highways Code)

Note: Existing noise levels represent the worst-hour noise levels, which may vary from those measures in the field.

** *Schools are considered as Category E, indoor activities. If they have outdoor activity areas they are also considered as Category B. The analysis of school classroom interior traffic noise is discussed in Section 7.4.*

Table 7-1 (Cont'd)
EXISTING AND FUTURE WORST HOUR TRAFFIC NOISE LEVELS

Receiver I.D. Number	Location	Type of Development	Existing Noise Level, Leq(h) (dBA)	Future Noise Level, Leq(h) (dBA)	Noise Increase (+) or Decrease (-)	Noise Abatement Category and (Criterion)	Impact Type* (S, A/E, CR, or None)
44	101 Myrtlewood Street	Residential	76	77	+1	B (67)	A/E
CT-H	107 Homerest Street	Residential	69	70	+1	B (67)	A/E
45	105 Baymar Avenue	Residential	76	78	+2	B (67)	A/E
45-A	James Avenue	Residential	73	73	0	B (67)	A/E
45-B	Garvey Avenue at Hollenbeck Street	Residential	67	68	+1	B (67)	A/E
46	Parkwood I Apartments	Residential	68	69	+1	B (67)	A/E
46-A	Garvey Avenue	Residential	77	79	+2	B (67)	A/E
47	2123 Garvey Avenue	Residential	77	78	+1	B (67)	A/E
48	2323 Meadow Road	Residential	74	75	+1	B (67)	A/E
50	100 Fircroft Street	Residential	78	79	+1	B (67)	A/E
70	Garvey Avenue at Merced Avenue	Residential	65	66	+1	B (67)	A/E
71	Beverly Manor Care Center	Residential	75	76	+1	B (67)	A/E
72	Garvey Avenue 2nd row homes	Residential	64	64	0	B (67)	NONE
73	Penske Jaguar Car Dealership	Commercial	77	78	+1	C (72)	A/E
Segment 3 – Citrus Avenue to SR-57							
49	2419 Garvey Avenue	Residential	74	75	+1	B (67)	A/E
51	2517 James Street	Residential	64	65	+1	B (67)	NONE
	Little Red School House	School*	75	76	+1	B (67)	A/E
51-A	Garvey Avenue	Residential	78	79	+1	B (67)	A/E
51-B	Garvey Avenue	Residential	71	72	+1	B (67)	A/E
52	Eastland Shopping Center	Commercial	73	74	+1	C (72)	A/E
53	Five Star Comfort Inn	Hotel/Motel	74	75	+1	B (67)	A/E
54	The Courtyard of South Hills	Residential	68	69	+1	B (67)	A/E
55	Best Western – West Covina Inn	Hotel/Motel	75	76	+1	B (67)	A/E
55-A	Hampton Inn	Hotel/Motel	71	72	+1	B (67)	A/E
56	Bridgecreek Retirement Home	Residential	76	76	0	B (67)	A/E
57	3421 Miriam Drive	Residential	71	72	+1	B (67)	A/E
57-A	Miriam Drive	Residential	77	78	+1	B (67)	A/E
58	3564 Miriam Drive	Residential	74	75	+1	B (67)	A/E

**Impact Type: S = Substantial Increase (12 dBA or more), A/E = Approach or Exceed NAC, CR = Classroom Noise (Sec. 216 of Streets and Highways Code)*

Note: Existing noise levels represent the worst-hour noise levels, which may vary from those measures in the field.

*** Schools are considered as Category E, indoor activities. If they have outdoor activity areas they are also considered as Category B. The analysis of school classroom* interior traffic noise is discussed in Section 7.4.

Table 7-1 (Cont'd)
EXISTING AND FUTURE WORST HOUR TRAFFIC NOISE LEVELS

Receiver I.D. Number	Location	Type of Development	Existing Noise Level, Leq(h) (dBA)	Future Noise Level, Leq(h) (dBA)	Noise Increase (+) or Decrease (-)	Noise Abatement Category and (Criterion)	Impact Type* (S, A/E, CR, or None)
59	20450 Garvey Avenue	Residential	75	76	+1	B (67)	A/E
59A	Mesquite Lane	Residential	62	63	+1	B (67)	NONE
60	3818 Garvey Avenue	Residential	74	75	+1	B (67)	A/E
61	3700 Garvey Avenue	Residential	74	74	0	B (67)	A/E
61-A	Garvey Avenue at Holt Avenue	Residential	72	72	0	B (67)	A/E
62	1570 Via Verde	Residential	76	76	0	B (67)	A/E
63	20564 Exbury Place	Residential	71	72	+1	B (67)	A/E
64	20720 Via Verde	Residential	72	72	0	B (67)	A/E
65	3047 Roycove Drive	Residential	69	70	+1	B (67)	A/E
66	21163 Via Verde	Residential	72	72	0	B (67)	A/E
67	21554 Covina Hills	Residential	68	69	+1	B (67)	A/E
67-A	21436 Covina Hills Road	Residential	74	75	+1	B (67)	A/E
68 & D	2469 Via Mariposa	Residential	66	66	0	B (67)	A/E
68-A	2nd house to the east of 2469 Via Mariposa	Residential	72	73	+1	B (67)	A/E
68-B	2nd house to the east of 2469 Via Mariposa	Residential	64	65	+1	B (67)	NONE
CT-I	Embassy Suites	Hotel/Motel	74	75	+1	B (67)	A/E
CT-J	20461 Via Verde	Residential	72	73	+1	B (67)	A/E
CT-K	20908 Via Verde	Residential	68	69	+1	B (67)	A/E
CT-L	2369 Camino Del Sur	Residential	62	63	+1	B (67)	NONE
69	202 Concordia	Residential	62	63	+1	B (67)	NONE
70	Cal Poly Classroom Building	School	63	64	+1	B (67)	NONE
74	West Covina Lincoln Mercury Car Dealership	Commercial	73	74	+1	C (72)	A/E

**Impact Type: S = Substantial Increase (12 dBA or more), A/E = Approach or Exceed NAC, CR = Classroom Noise (Sec. 216 of Streets and Highways Code)*
Note: Existing noise levels represent the worst-hour noise levels, which may vary from those measures in the field.

Table 7-5
Summary of Recommended Noise Barrier Reasonableness

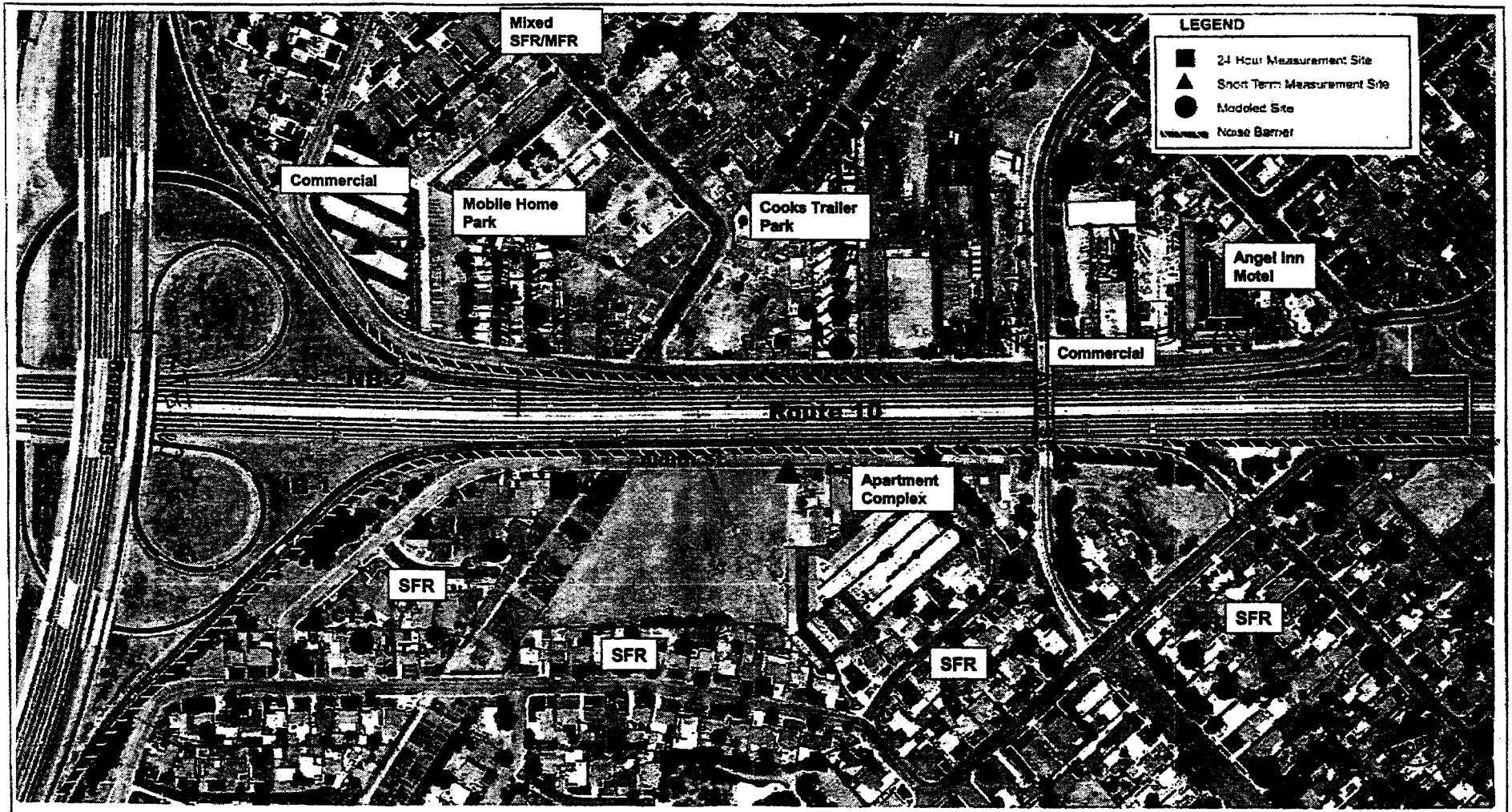
Noise Barrier*	Height - Meters (feet)	Station Start	Station End	Length - Meters (feet)	Provides 5 dB of Noise Reduction	Number of Benefited Residences	Reasonable Allowance per Benefited Residence	Total Reasonable Allowance
Segment 1 – I-605 to Puente Avenue								
NB-1	4.3 m (14 ft)	68+15	89+70	600 m (1,970 ft)	YES	21	$37,000	$777,000
NB-2	4.3 m (14 ft)	71+80	83+60	385 m (1,265 ft)	YES	13	$39,000	$507,000
NB-3	4.9 m (16 ft)	89+50	107+90	520 m (1,705 ft)	YES	7	$37,000	$259,000
NB-4	4.3 m (14 ft)	96+20	126+20	855 m (2,805 ft)	YES	12	$33,000	$396,000
NB-5	4.3 m (14 ft)	125+00	131+90	165 m (540 ft)	YES	8	$35,000	$280,000
NB-6	3.7 m (12 ft)	140+40	146+05	190 m (625 ft)	YES	5	$35,000	$175,000
NB-7	4.3 m (14 ft)	142+15	149+20	190 m (625 ft)	YES	17	$33,000	$561,000
NB-8	4.3 m (14 ft)	148+10	152+00	155 m (510 ft)	YES	4	$37,000	$148,000
NB-9	4.3 m (14 ft)	152+90	170+90	525 m (1,725 ft)	YES	23	$37,000	$851,000
NB-10	4.3 m (14 ft)	155+50	173+00	285 m (935 ft)	YES	23	$35,000	$805,000
Segment 2 – Puente Avenue to Citrus Avenue								
NB-11	4.3 m (14 ft)	180+20	187+10	205 m (675 ft)	YES	6	$31,000	$186,000
NB-12	4.9 m (16 ft)	191+60	28+15	205 m (675 ft)	YES	22	$37,000	$814,000
NB-13	4.3 m (14 ft)	5+50	21+15	495 m (1,625 ft)	YES	18	$35,000	$630,000
NB-14	4.3 m (14 ft)	27+00	239+45	410 m (1,345 ft)	YES	8	$35,000	$280,000
NB-15	4.3 m (14 ft)	47+10	66+25	595 m (1,950 ft)	YES	12	$37,000	$444,000
NB-16	4.3 m (14 ft)	68+00	91+60	720 m (2,360 ft)	YES	27	$37,000	$1,053,000
NB-17	4.9 m (16 ft)	94+75	148+75	1,680 m (5,512 ft)	YES	132	$35,000	$4,884,000
NB-18	4.3 m (14 ft)	111+15	147+90	1,130 m (3,705 ft)	YES	30	$35,000	$1,050,000
NB-19	4.3 m (14 ft)	157+30	175+25	545 m (1,788 ft)	YES	28	$41,000	$1,148,000
NB-20	4.3 m (14 ft)	167+20	201+00	820 m (2,690 ft)	YES	42	$41,000	$1,722,000
NB-21	4.3 m (14 ft)	181+50	198+60	810 m (2,655 ft)	YES	29	$33,000	$1,015,000

Source:

Table 7-5 (Cont'd)
Summary of Recommended Noise Barrier Reasonableness

Noise Barrier*	Height - Meters (feet)	Station Start	Station End	Length - Meters (feet)	Provides 5 dB of Noise Reduction	Number of Benefited Residences	Reasonable Allowance per Benefited Residence	Total Reasonable Allowance
Segment 3 – Citrus Avenue to SR-57								
NB-22	4.3 m (14 ft)	213+15	219+05	140 m (460 ft)	YES	6	$35,000	$210,000
NB-23	3.7 m (12 ft)	230+50	235+10	400 m (1,310 ft)	YES	8	$29,000	$232,000
NB-24	4.3 m (14 ft)	241+10	251+10	960 m (3,150 ft)	YES	3	$35,000	$105,000
NB-24A	4.3 m (14 ft)	250+95	255+30					
NB-25	4.3 m (14 ft)	220+00	233+00	405 m (1,329 ft)	YES	26	$39,000	$1,014,000
NB-25A	4.9 m (16 ft)	215+50	220+40	130 m (427 ft)	YES	4	$33,000	$132,000
NB-26	4.3 m (14 ft)	227+60	232+60	1,310 m (4,298 ft)	YES	7	$37,000	$259,000
NB-26A	4.3 m (14 ft)	231+80	236+10					
NB-27	4.3 m (14 ft)	238+60	245+75	905 m (2,696 ft)	YES	19	$35,000	$703,000
	Raise the Height of the Existing 2.4 m (8 ft) Wall to 4.3 m (14 ft)	245+75	259+30					
	4.3 m (14 ft)	259+30	267+65					
NB-28	4.9 m (16 ft)	261+10	274+15	490 m (1,610 ft)	YES	11	$33,000	$407,000
NB-29	3.7 m (12 ft)	256+50	317+25	395 m (1,299 ft)	YES	6	$33,000	$198,000
NB-30	4.3 m (14 ft)	324+35	339+25	455 m (1,493 ft)	YES	5	$35,000	$175,000
NB-31	4.9 m (16 ft)	347+60	354+80	205 m (673 ft)	YES	7	$35,000	$245,000

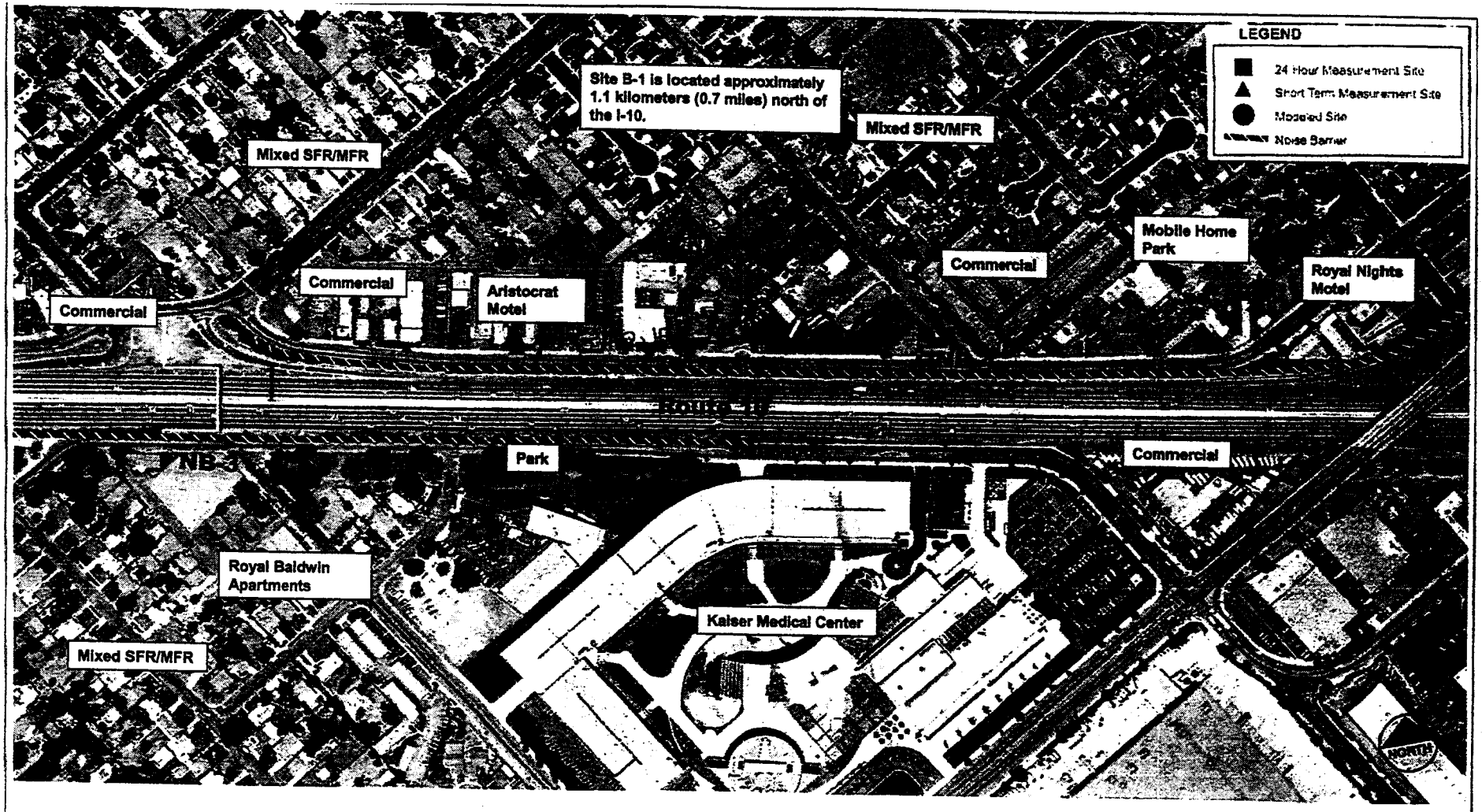
**For those walls in the project area located within 4.5 m (15 feet) of the traveled way, any information pertaining to heights of over 4.3 m (14 feet) has been excluded from this table (refer to Section 7.8).*



I-10 Noise Study

Noise Barrier Locations

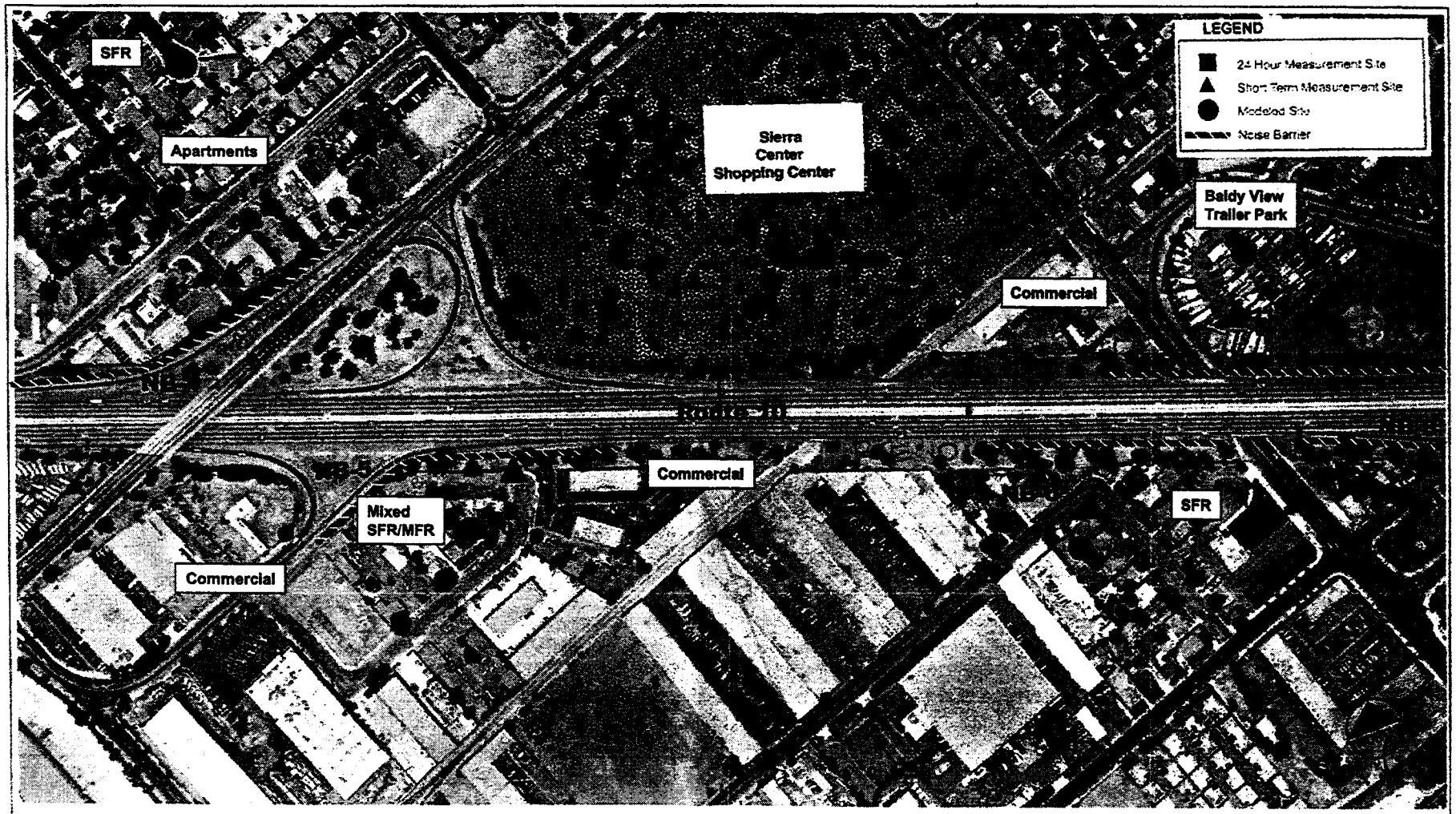
Figure 7-1



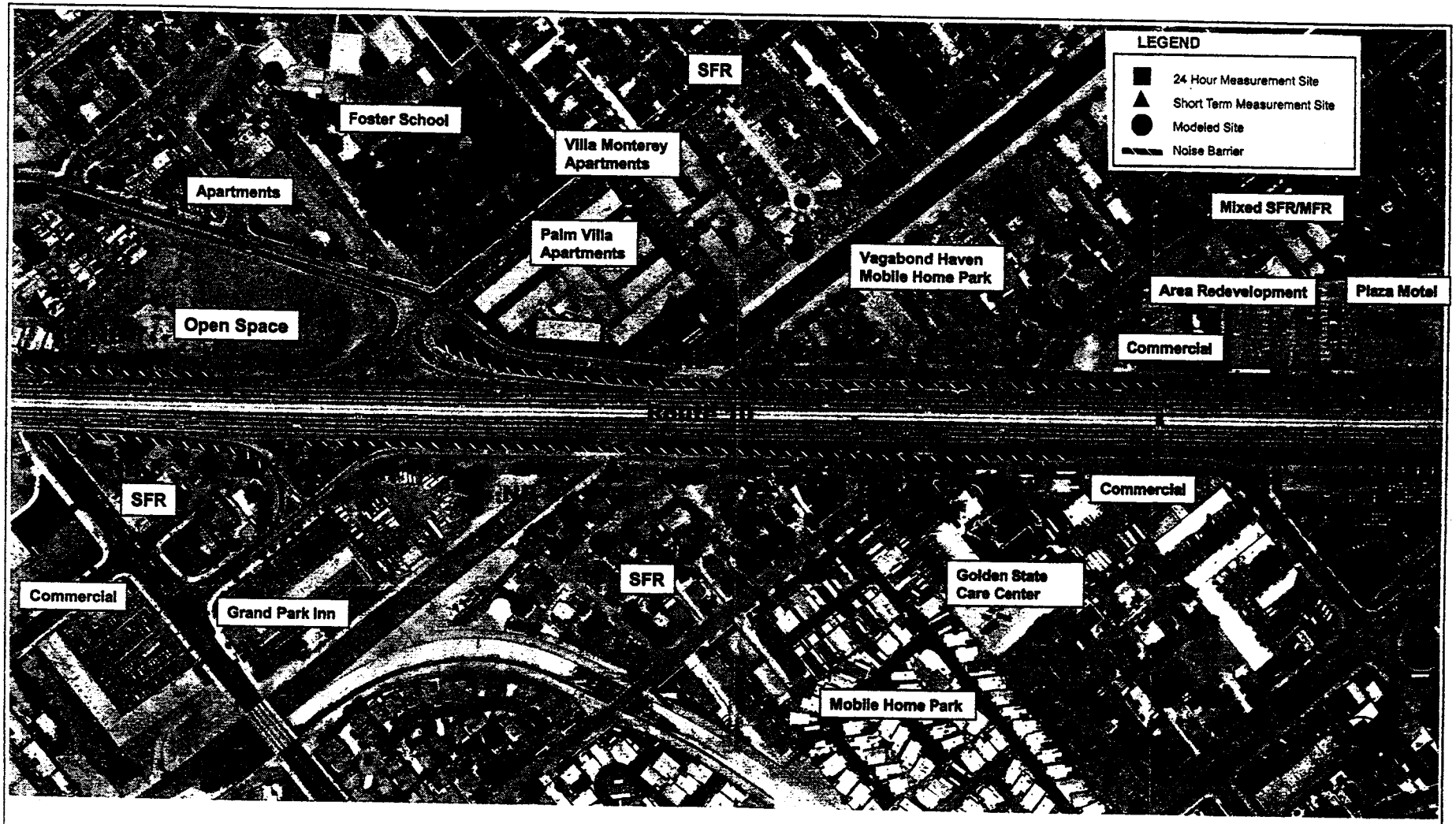
I-10 Noise Study

Noise Barrier Locations

Figure **7-2**



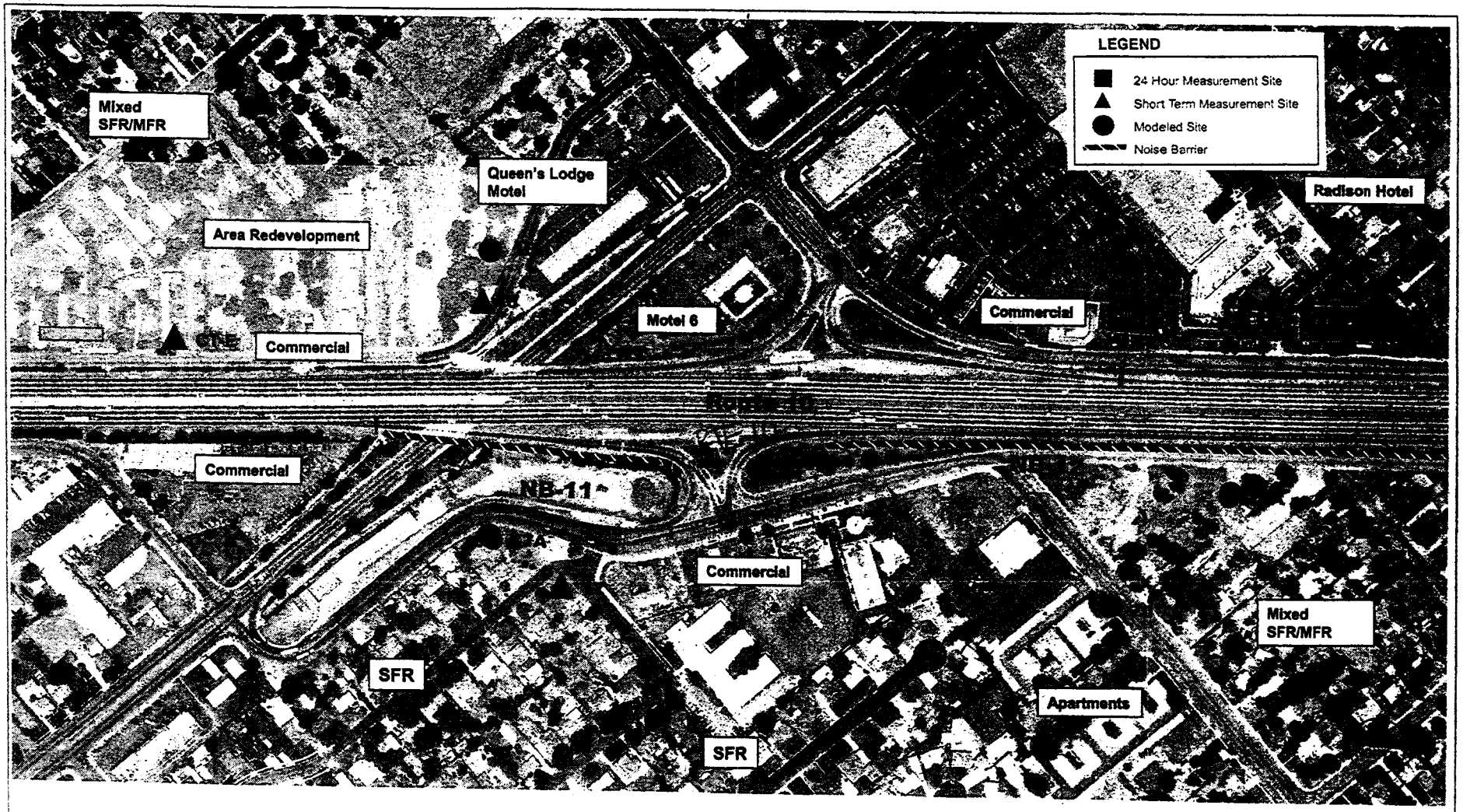
	I-10 Noise Study	Figure
	Noise Barrier Locations	7-3



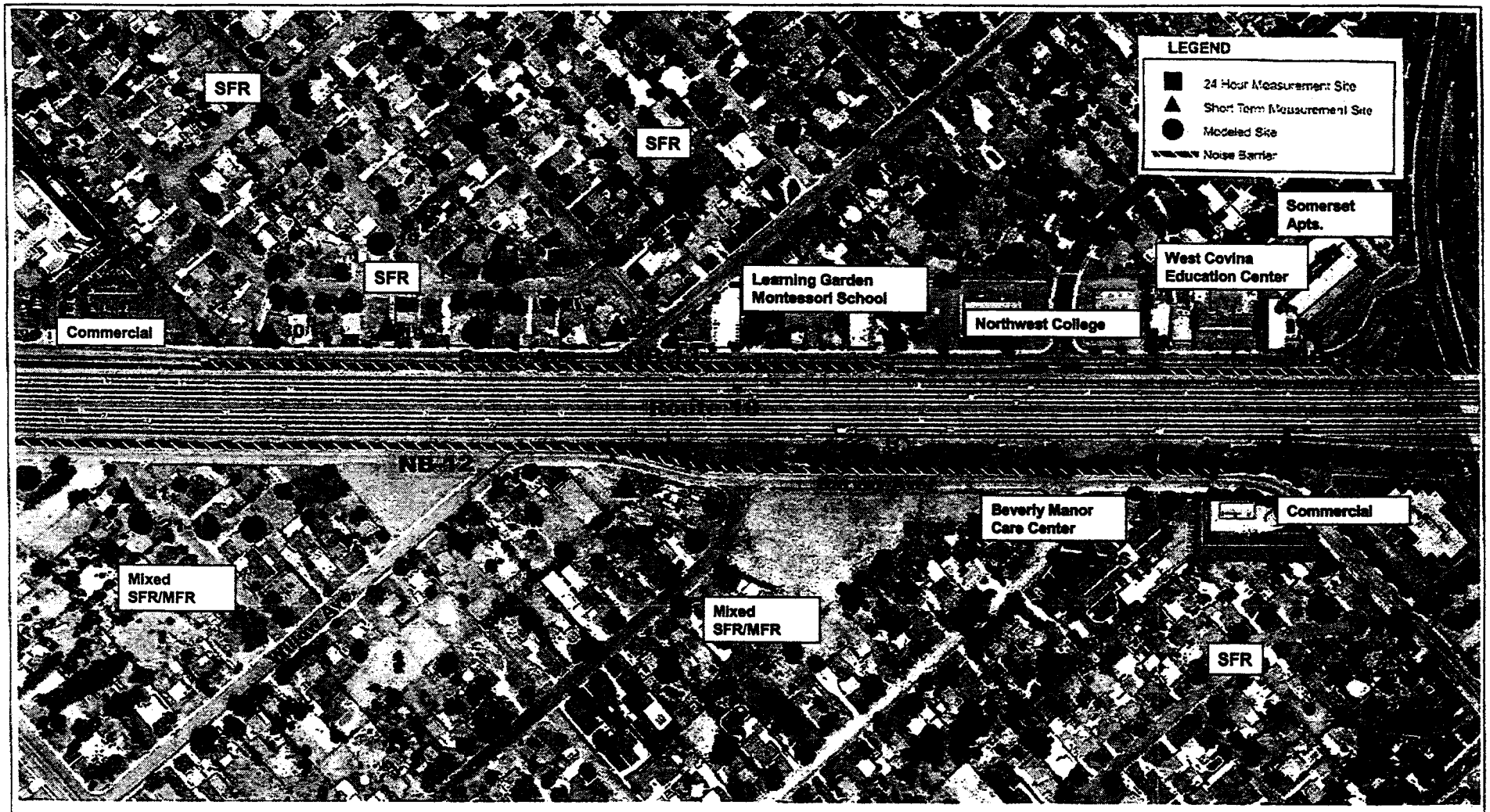
I-10 Noise Study

Noise Barrier Locations

Figure 7-4



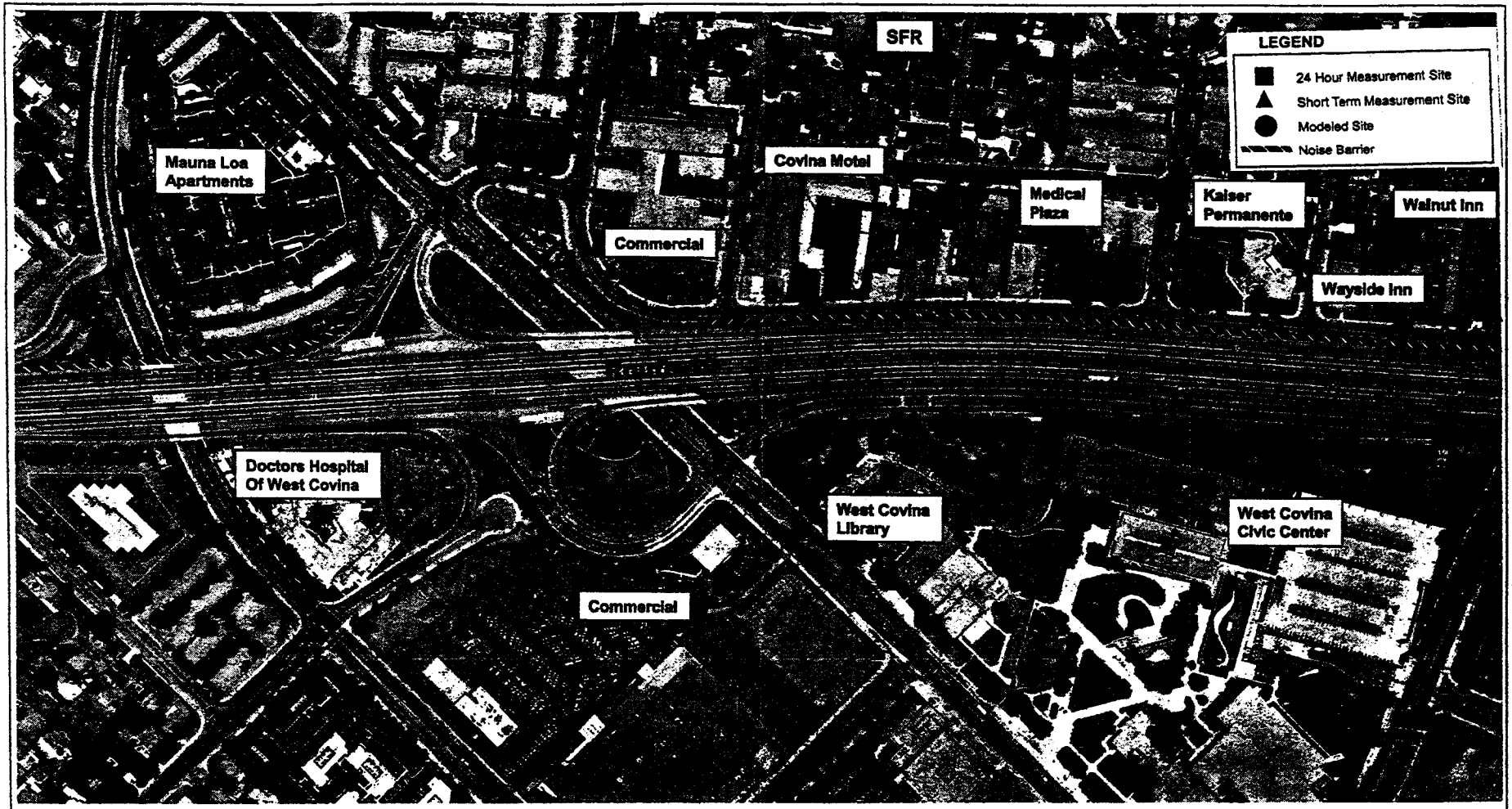
	I-10 Noise Study	Figure
	Noise Barrier Locations	7-5



I-10 Noise Study

Noise Barrier Locations

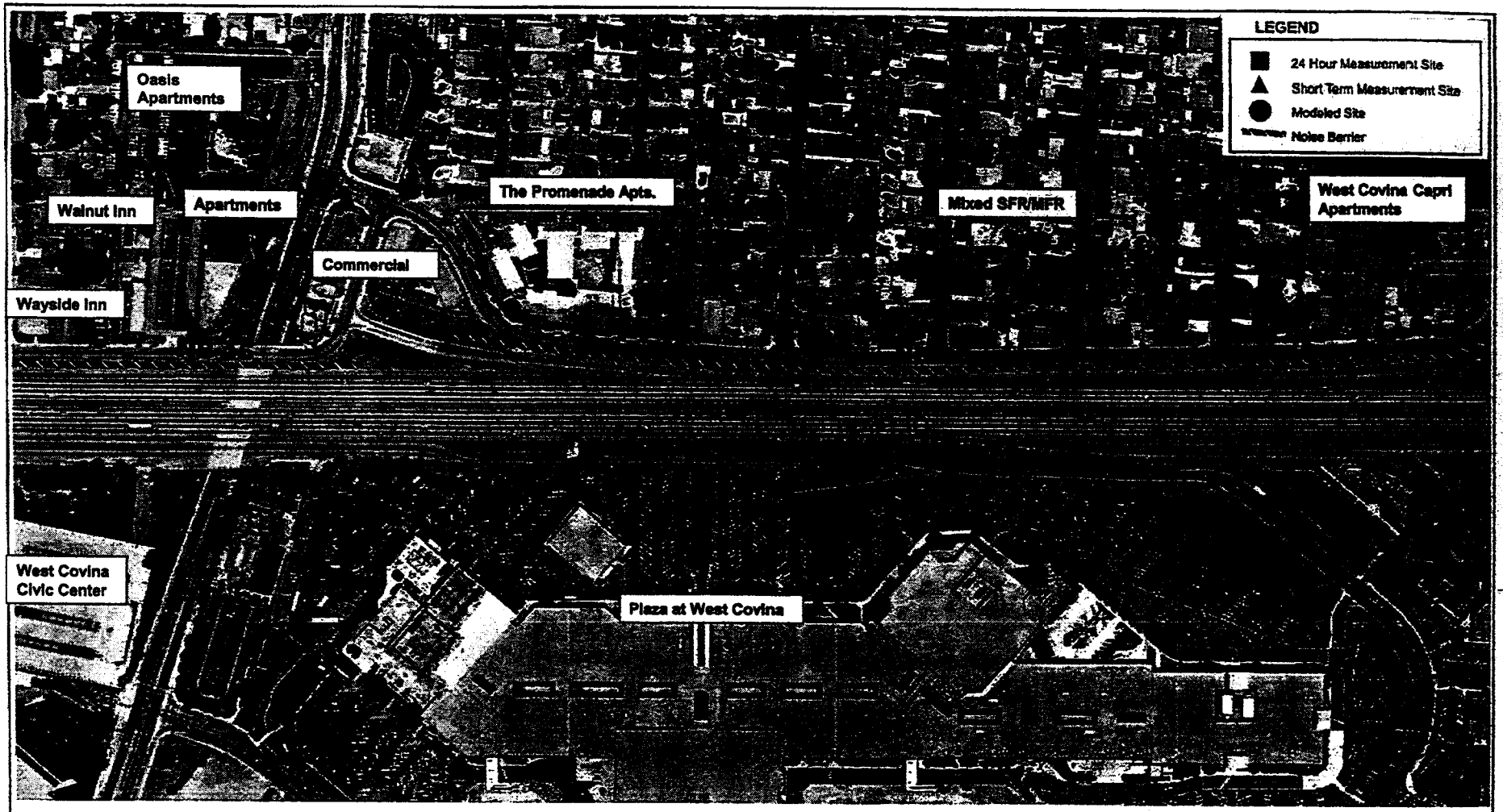
Figure 7-6



I-10 Noise Study

Noise Barrier Locations

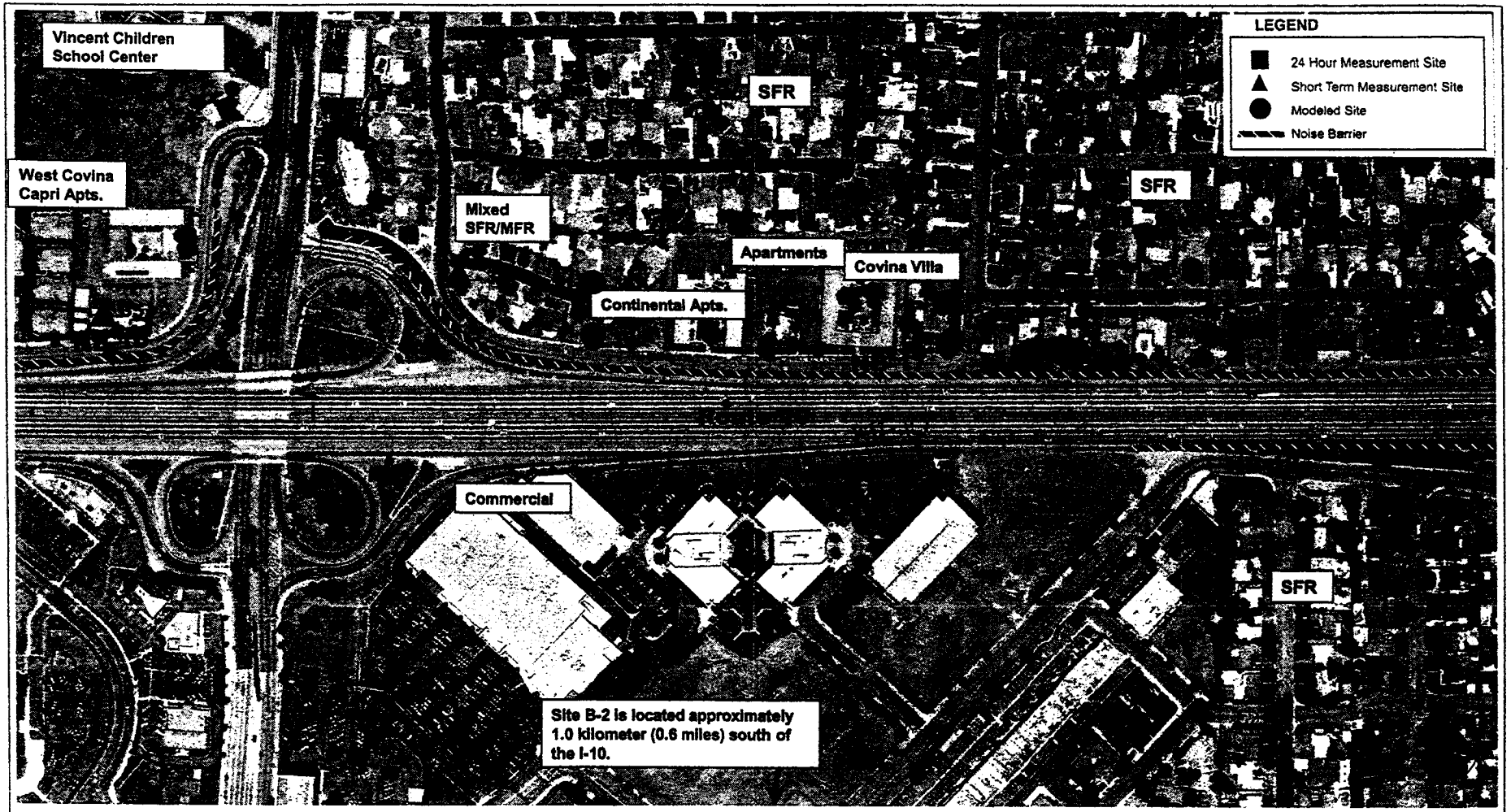
Figure 7-7



I-10 Noise Study

Noise Barrier Locations

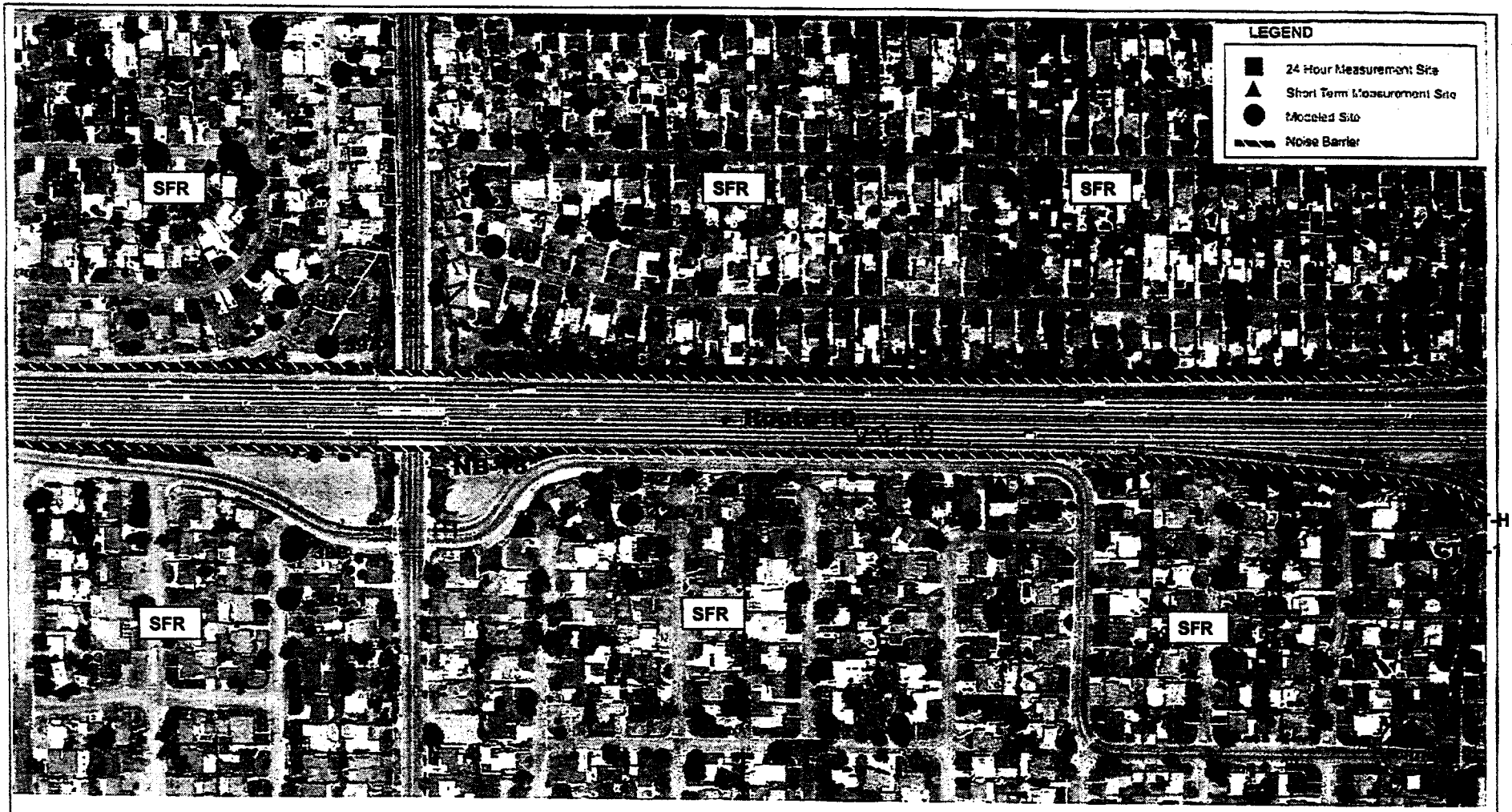
Figure 7-8



I-10 Noise Study

Noise Barrier Locations

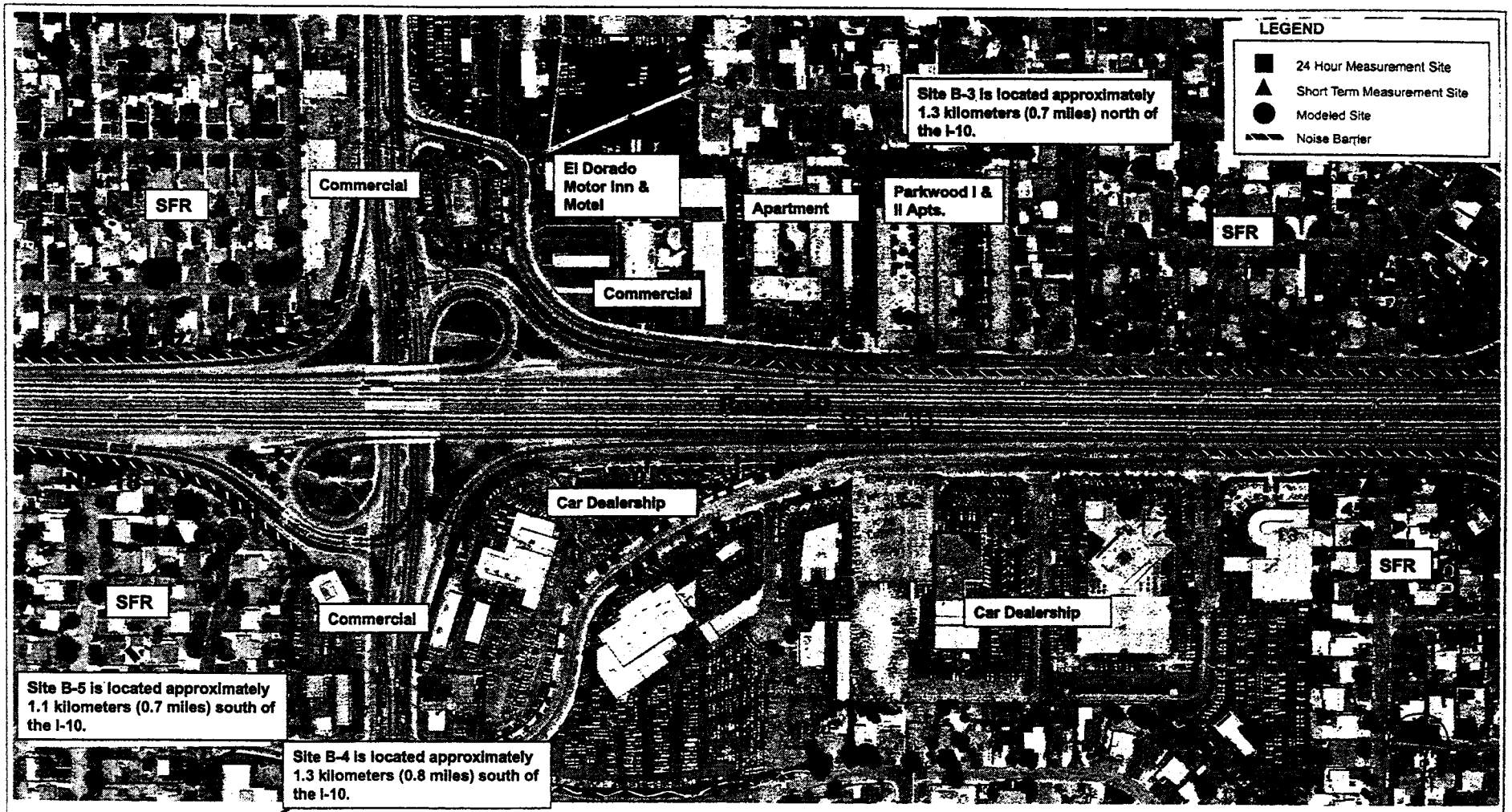
Figure 7-9



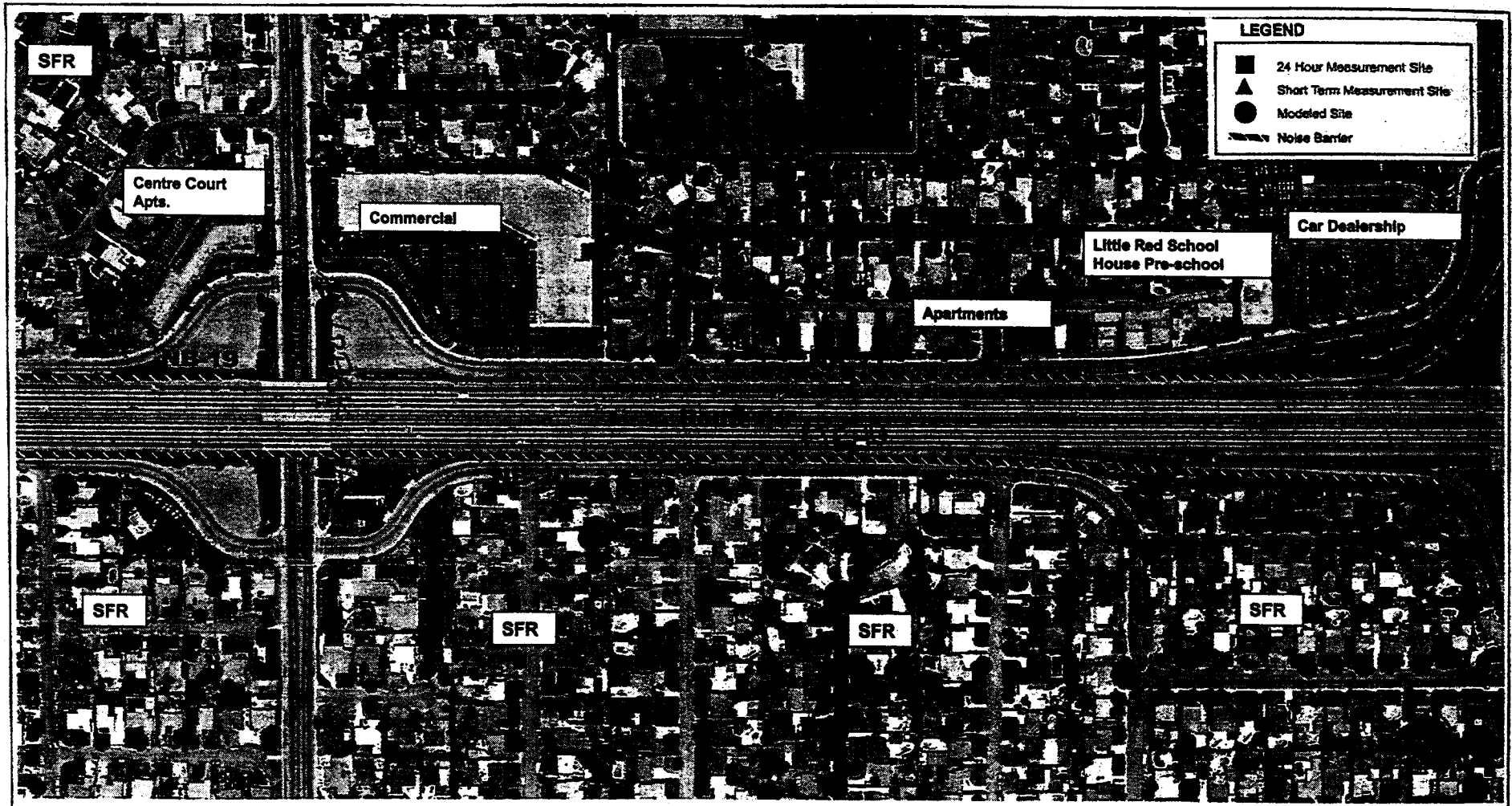
I-10 Noise Study

Noise Barrier Locations

Figure 7-10



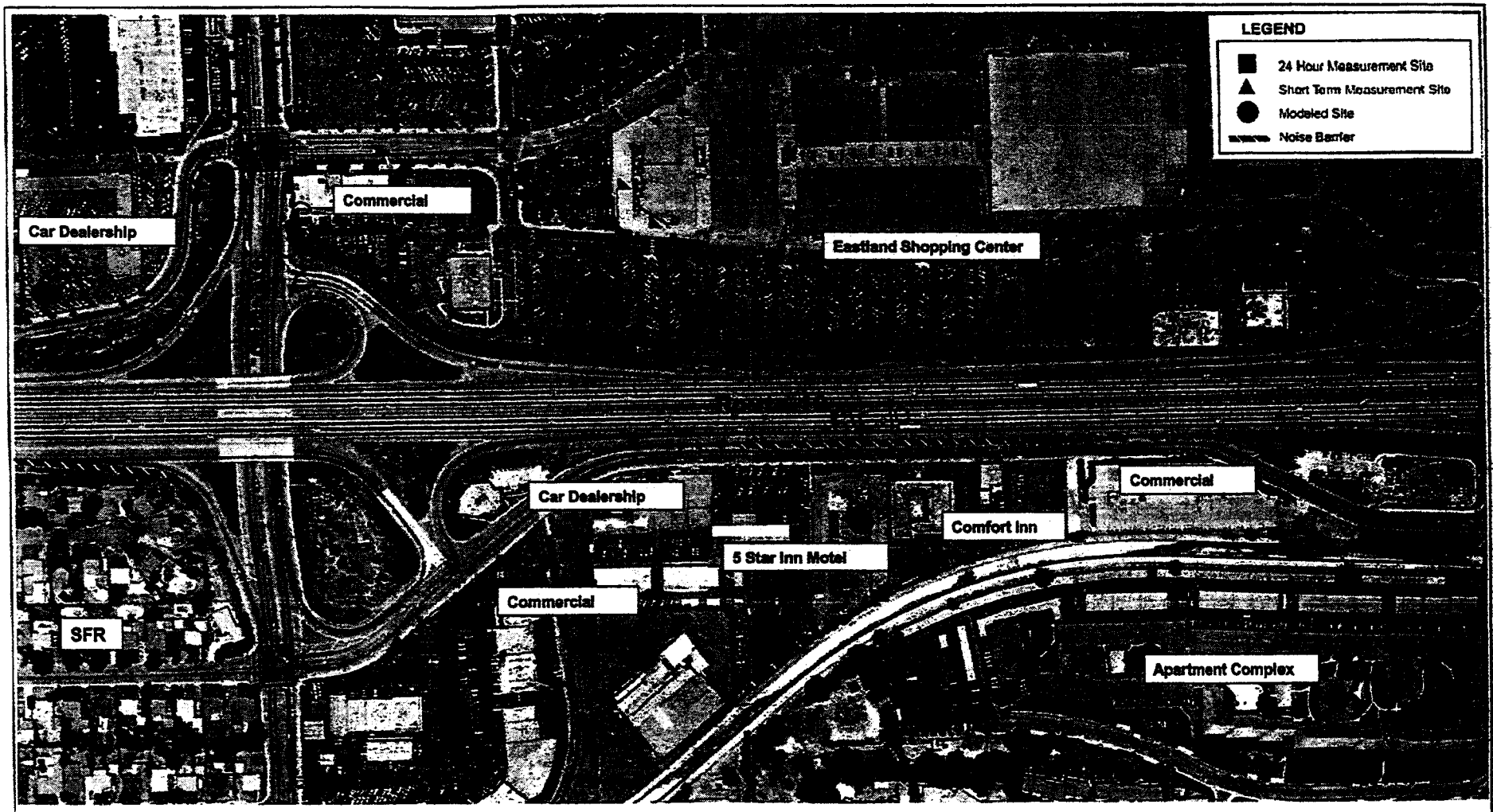
	I-10 Noise Study	Figure
	Noise Barrier Locations	7-11



I-10 Noise Study

Noise Barrier Locations

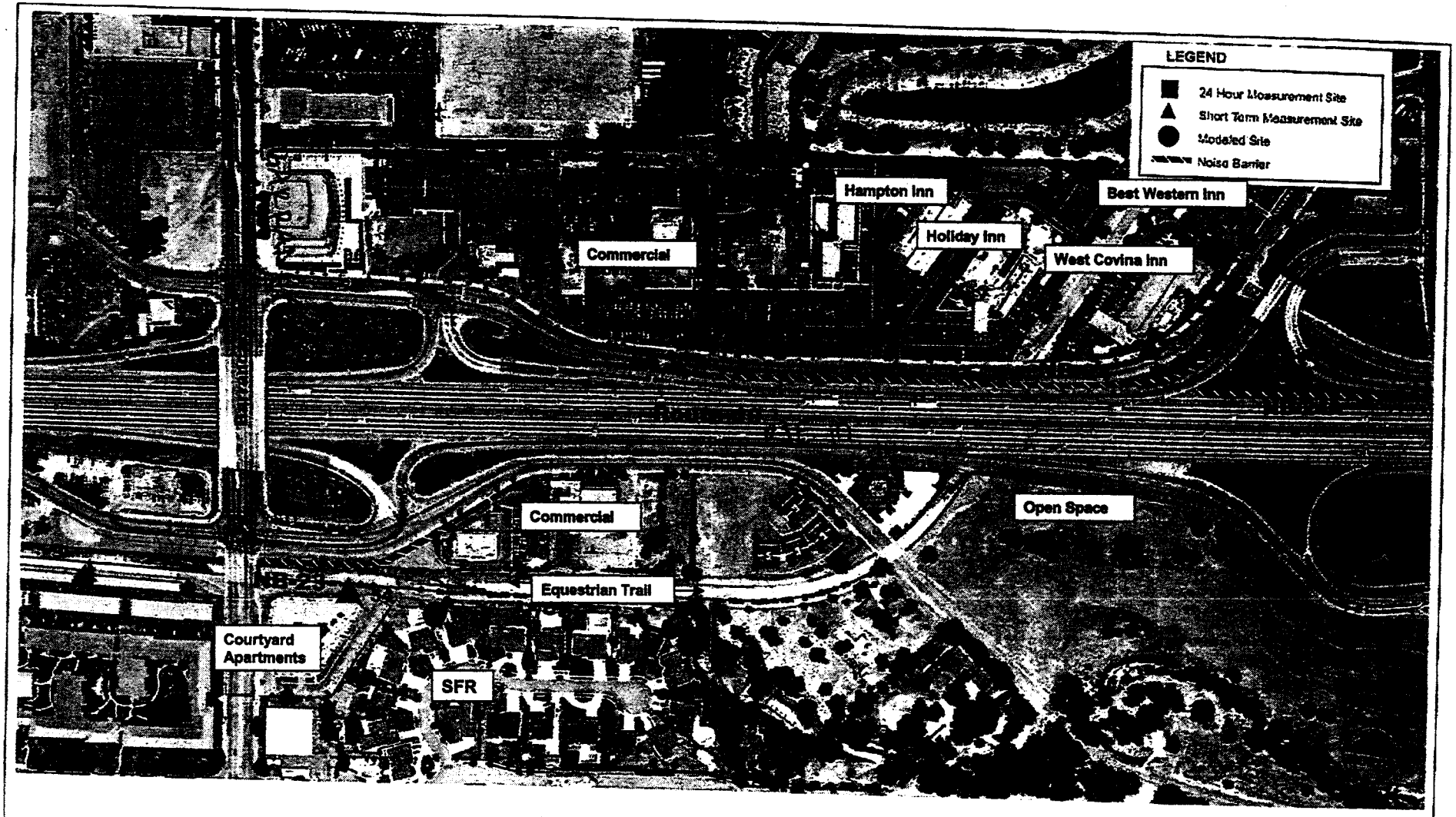
Figure 7-12



I-10 Noise Study

Noise Barrier Locations

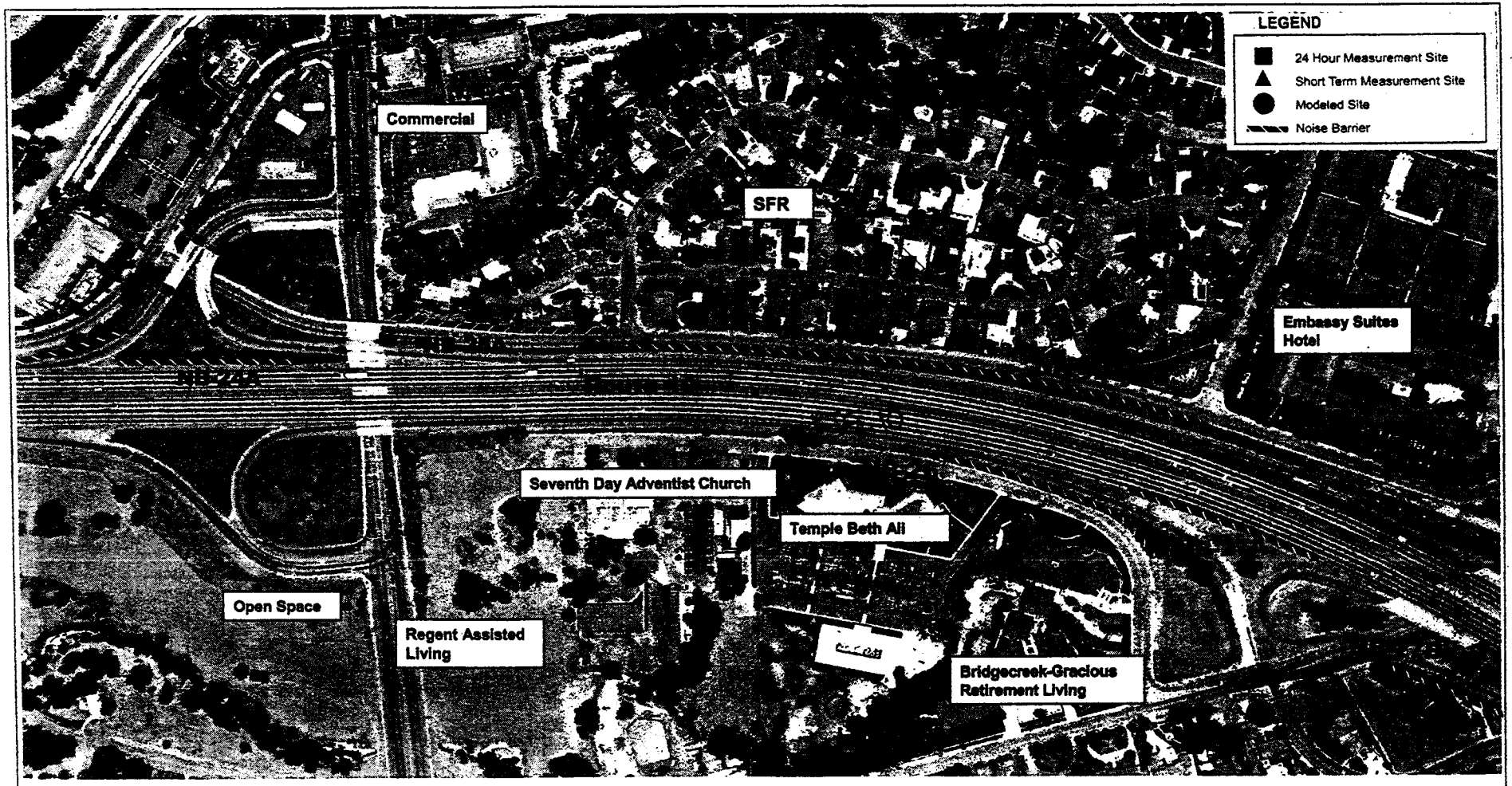
Figure 7-13



I-10 Noise Study

Noise Barrier Locations

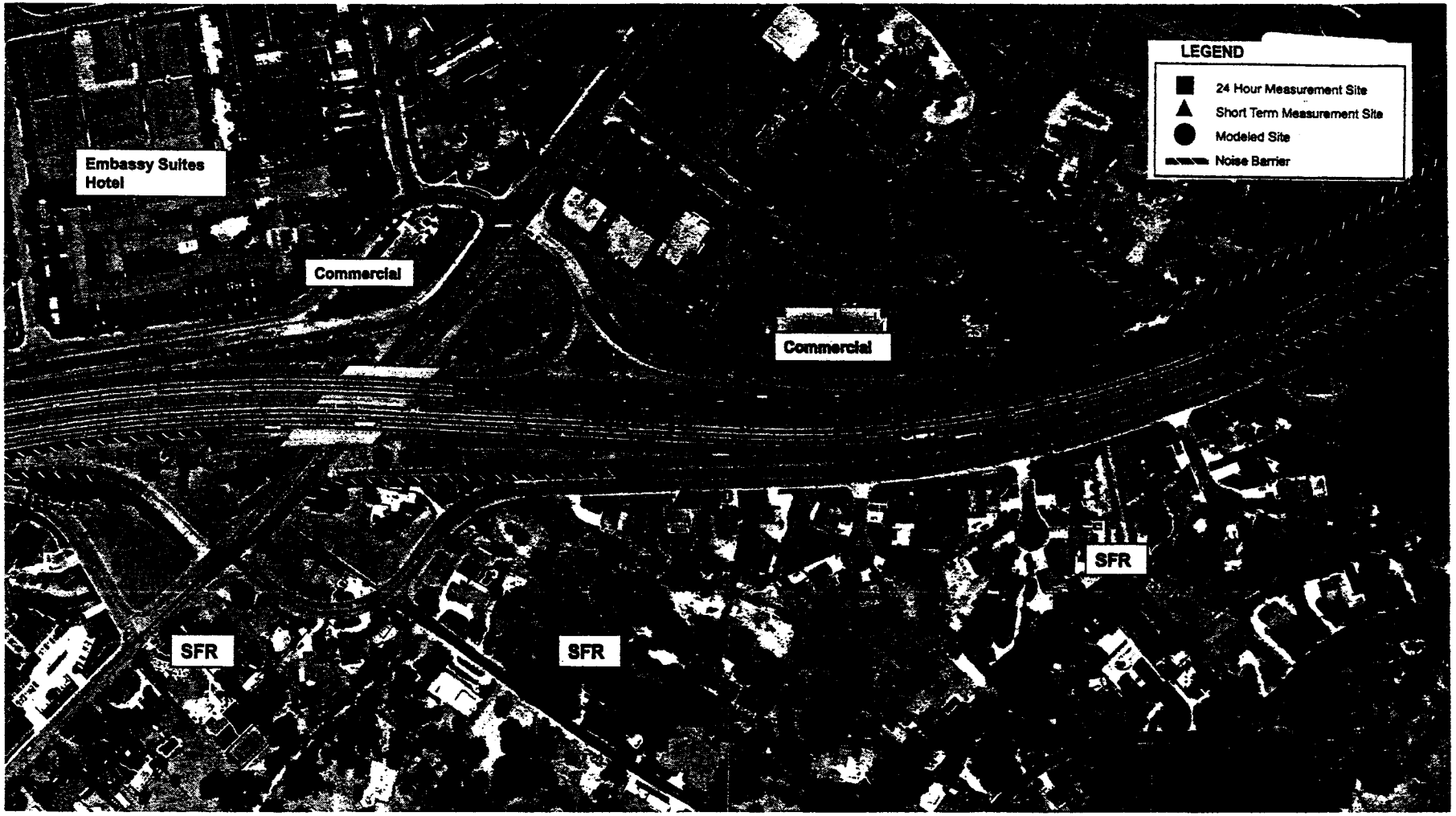
Figure 7-14



I-10 Noise Study

Noise Barrier Locations

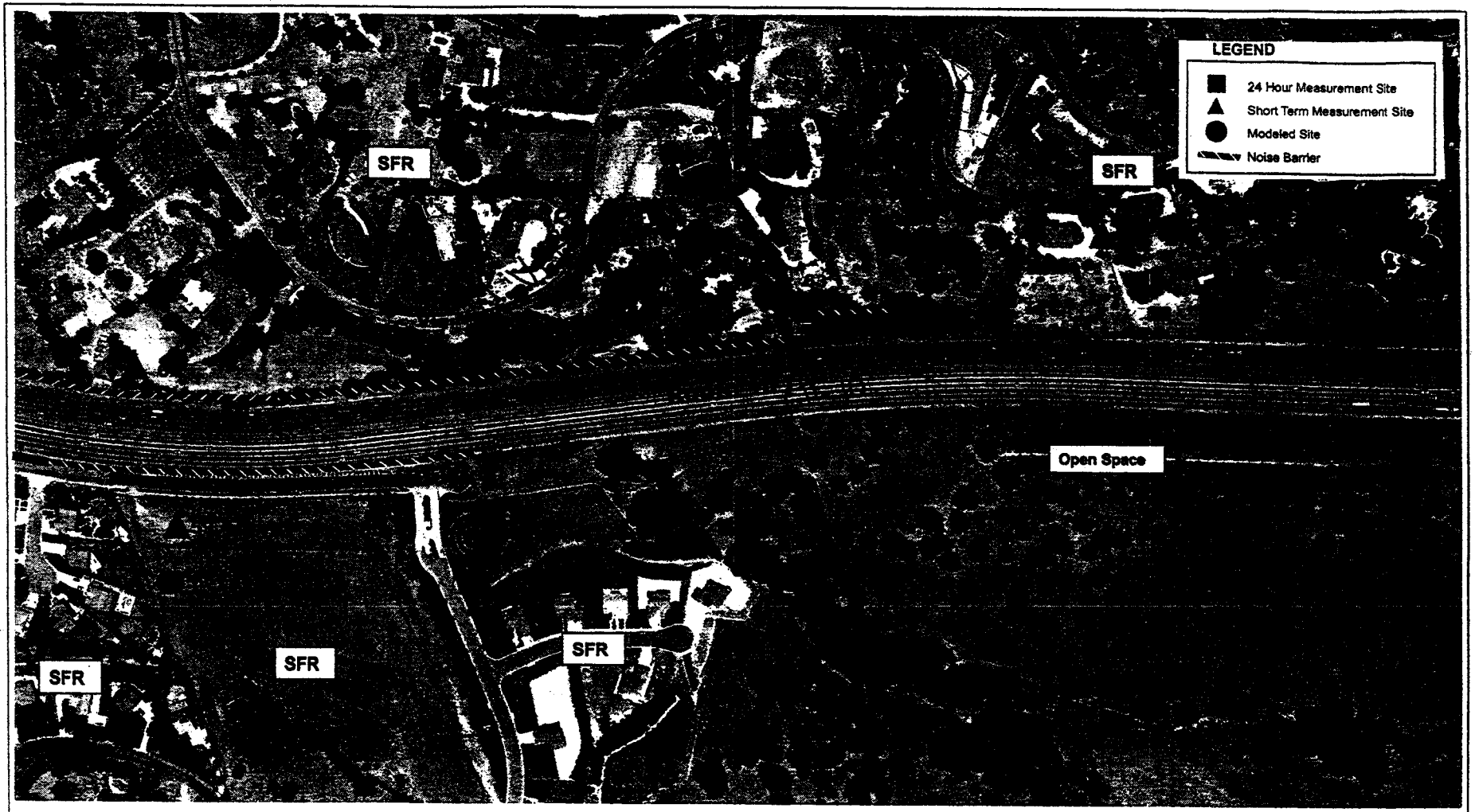
Figure 7-15



I-10 Noise Study

Noise Barrier Locations

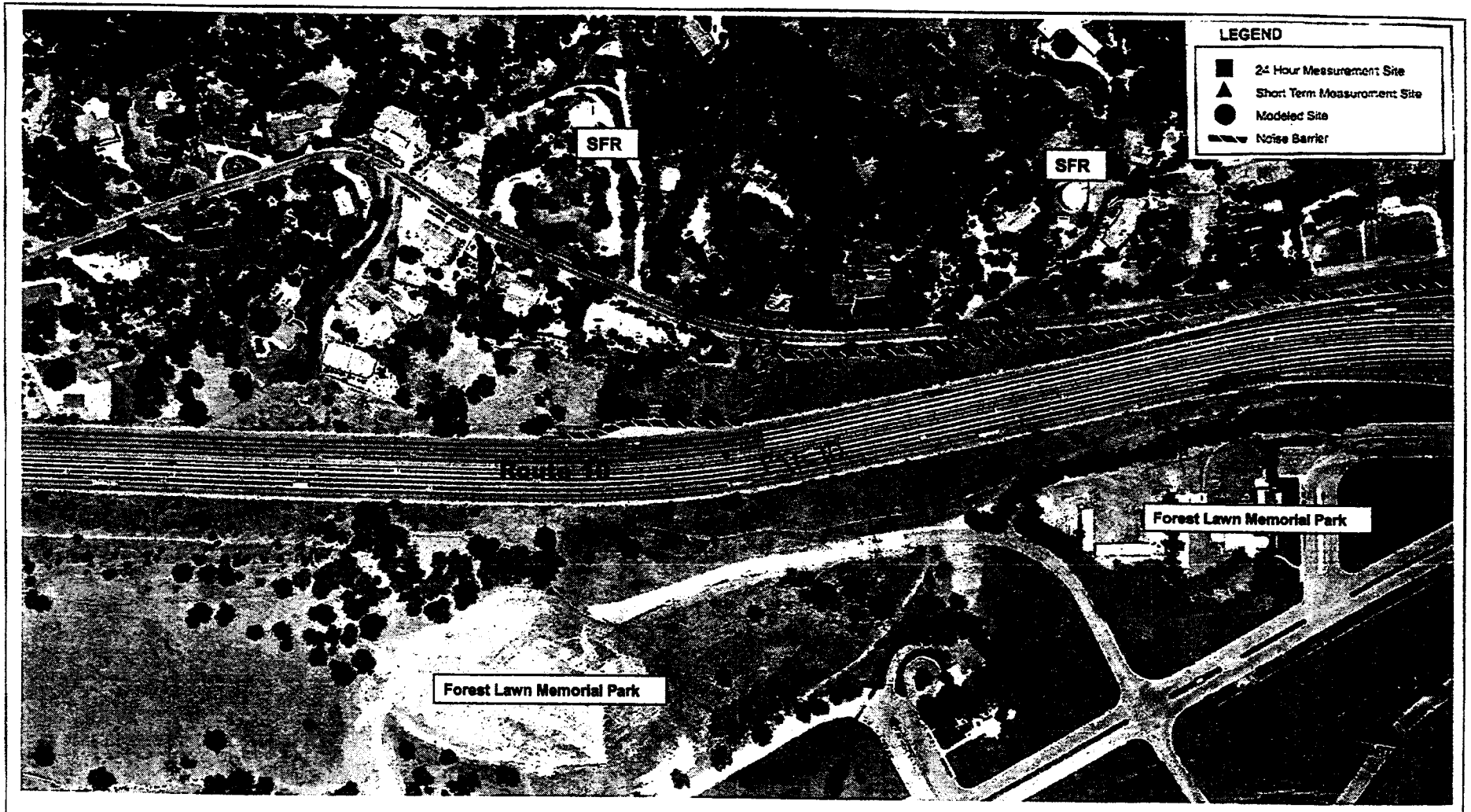
Figure **7-16**



I-10 Noise Study

Noise Barrier Locations

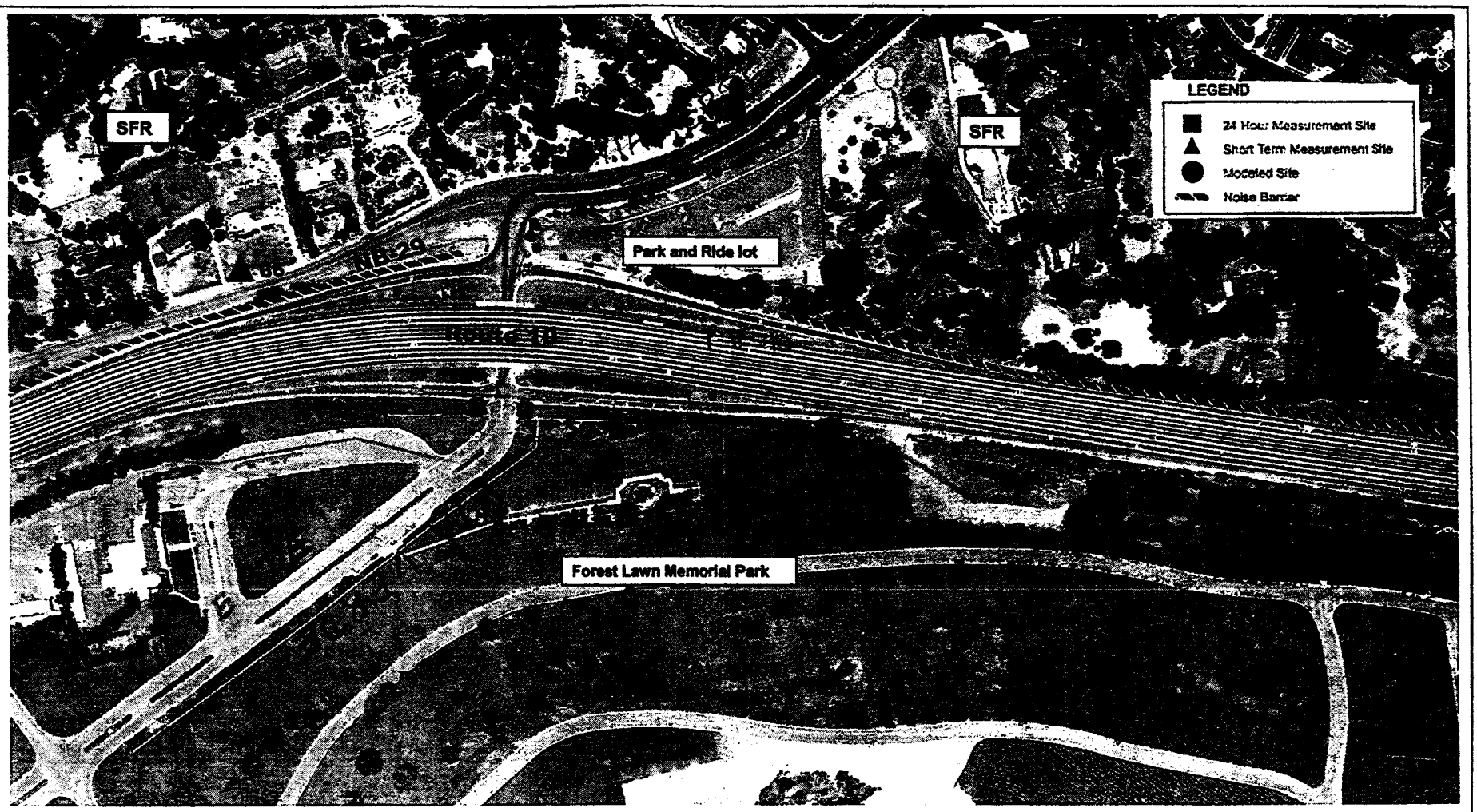
Figure 7-17



I-10 Noise Study

Noise Barrier Locations

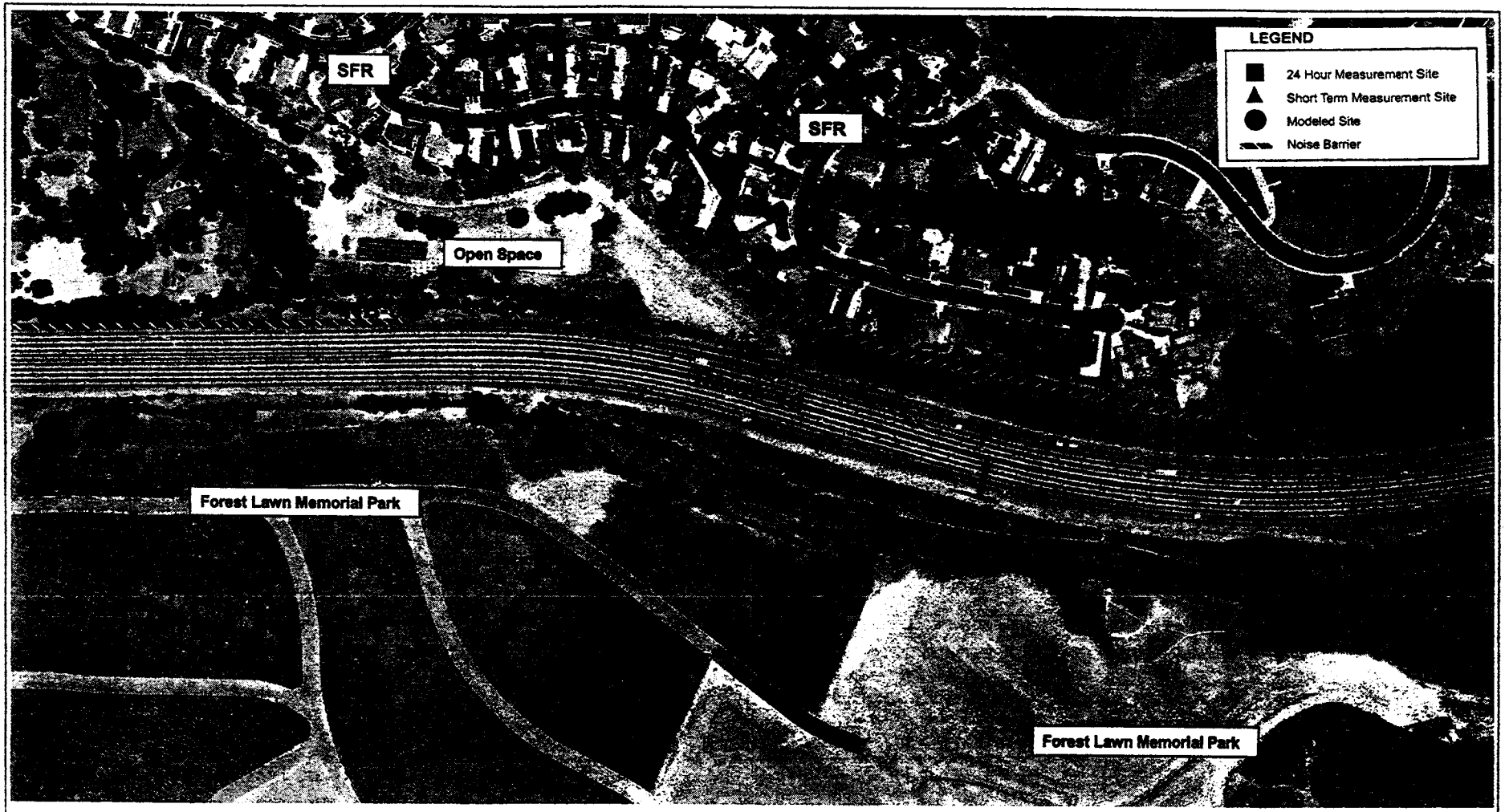
Figure 7-18



I-10 Noise Study

Noise Barrier Locations

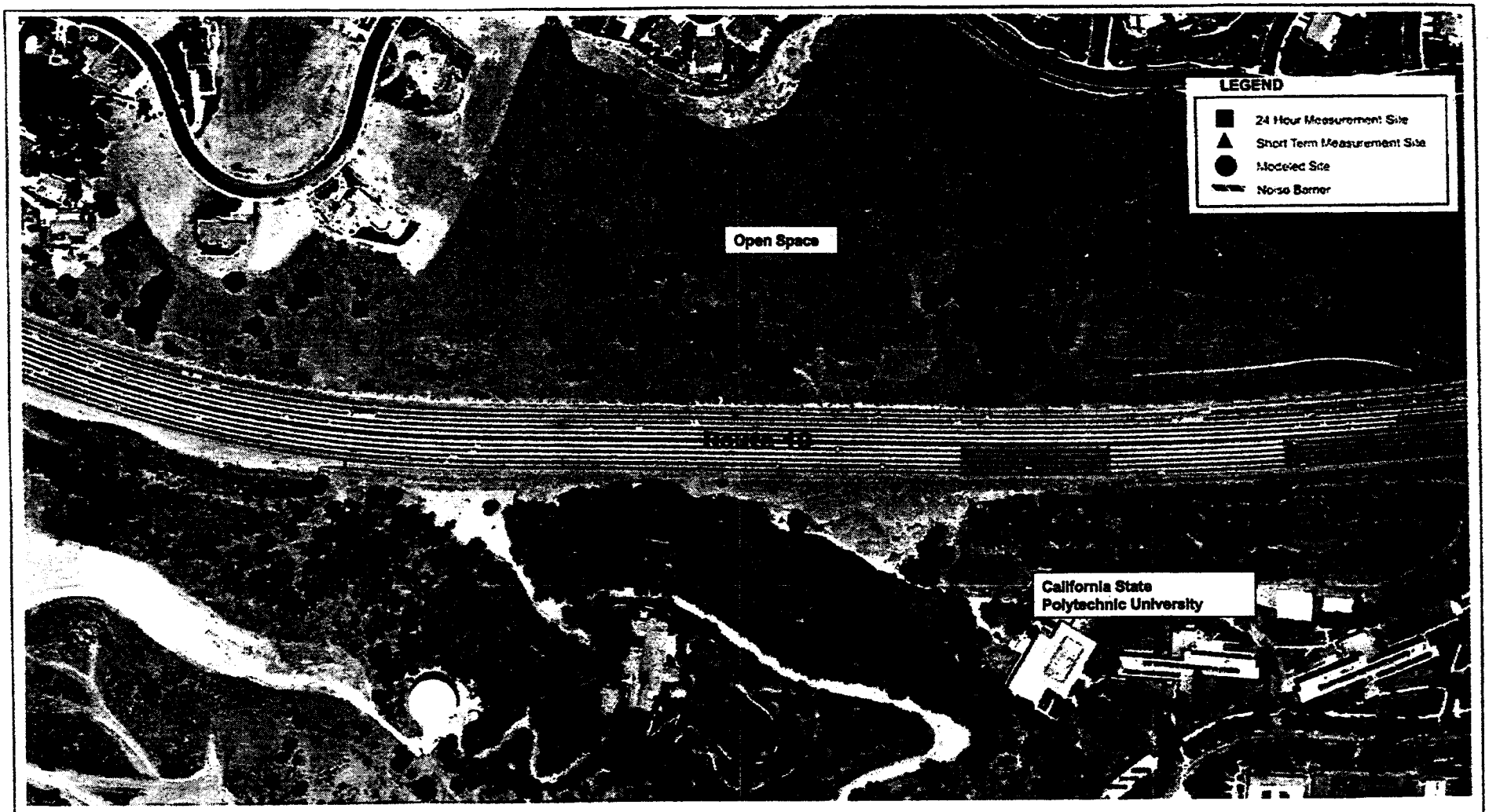
Figure 7-19



I-10 Noise Study

Noise Barrier Locations

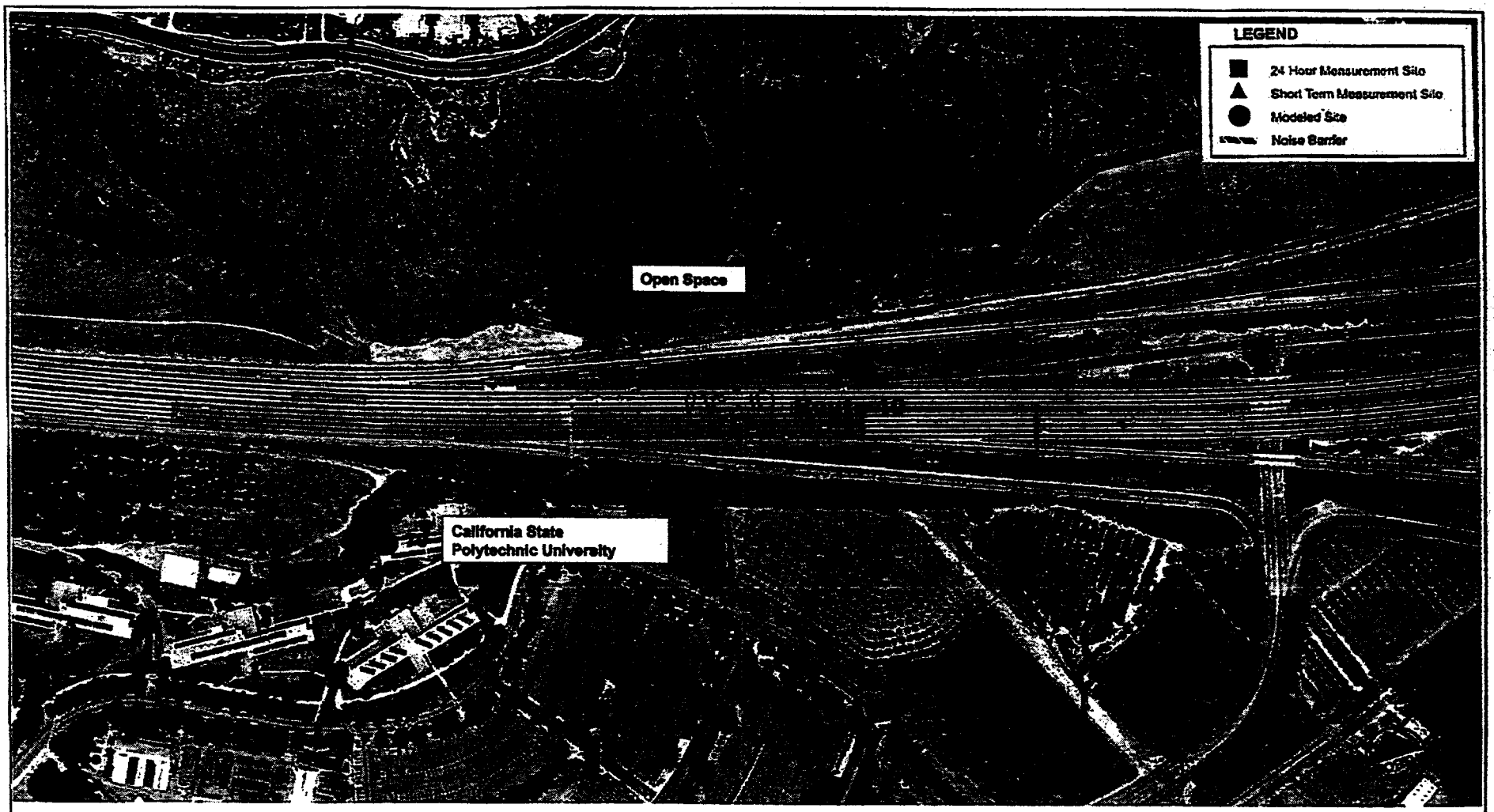
Figure **7-20**



I-10 Noise Study

Noise Barrier Locations

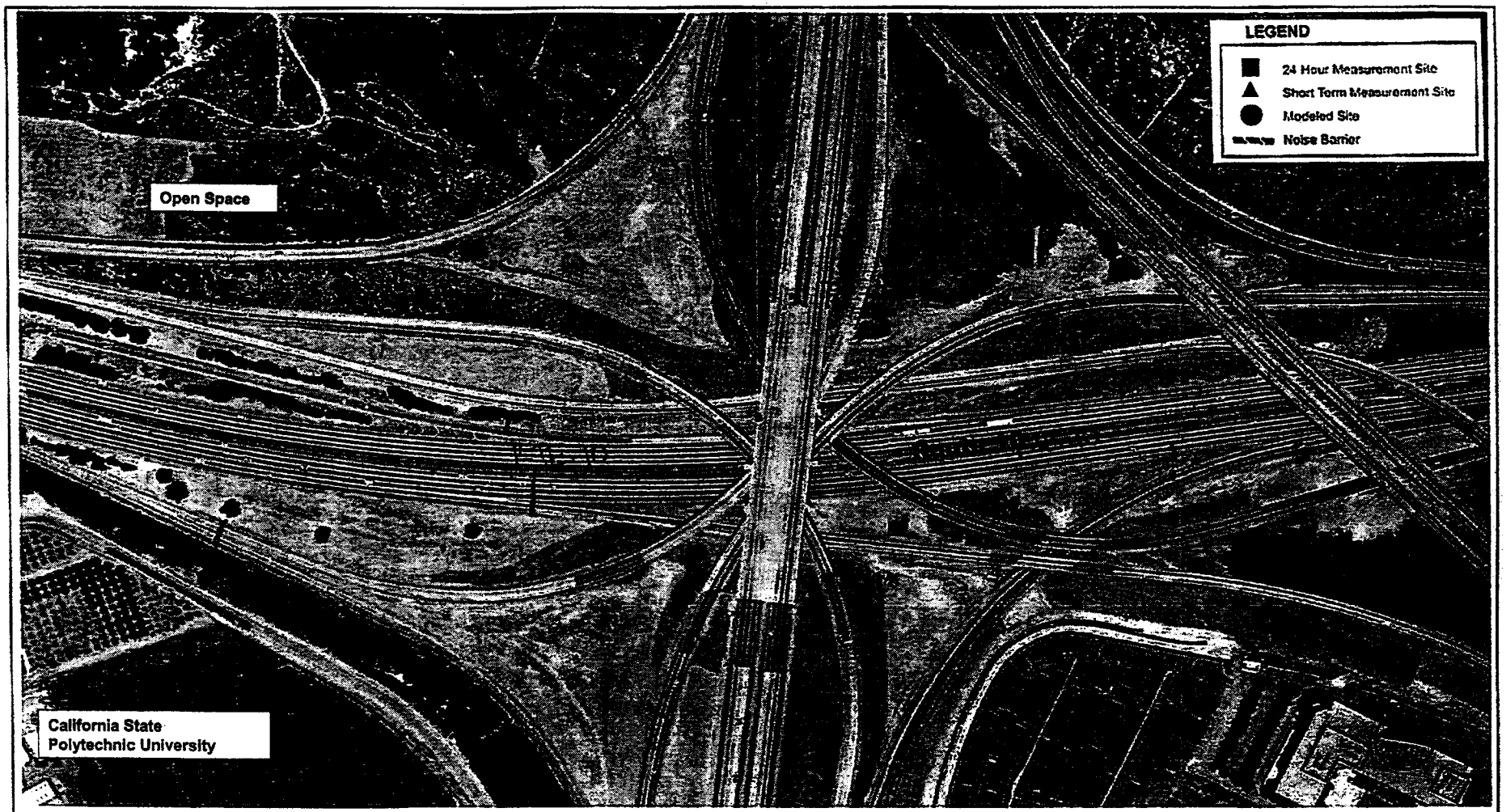
Figure
7-21



I-10 Noise Study

Noise Barrier Locations

Figure
7-22



I-10 Noise Study

Noise Barrier Locations

Figure 7-23

APPENDIX G
GLOSSARY OF ACRONYMS AND MEASUREMENTS

GLOSSARY OF ACRONYMS AND MEASURMENTS

G.1 GLOSSARY

AAQS	Ambient air quality standards
AB	Assembly Bill
ADT	Average daily traffic
ANSI	American National Standards Institute
APE	Area of Potential Effect
AQMD	South Coast Air Quality Management District
CARB	California Air Resources Board
CBD	Central Business District
CDFG	California Department of Fish and Game
CEQ	Council of Environmental Quality
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMP	Congestion Management Plan
CMS	Congestion Management System
CNDDB	California Natural Diversity Data Base
CO	Carbon monoxide
CSS	Coastal sage scrub
The Department	California Department of Transportation
ED	Environmental Document
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Federal Insurance Rate Maps
FIS	Flood Insurance Studies
FTA	Federal Transit Administration
FTD	Foothill Transit District
HCM	Highway Capacity Manual
HOV/HOVs	High occupancy vehicle/vehicles
GMP	Growth Management Plan
I-10	Interstate 10
I-210	Interstate 210
I-605	Interstate 605
I-710	Interstate 710
KM, km	kilometer, kilometers
KM/h	kilometers per hour

KP	kilopost
LACDPW	Los Angeles County Department of Public Works
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sheriff's Department
LARTS	Los Angeles Regional Transportation Study
LOS	Level/levels of service
MBGR	Metal Beam Guard Rail
MIS	Major Investment Study
mph	Miles per hour
MOU	Memorandum of Understanding
MTA	Los Angeles County Metropolitan Transportation Authority
MVM	Million vehicle miles
NAC	Noise Abatement Criteria/Criterion
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHS	National Highway System
NO_2	Nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	Ozone
Pb	Lead
PM	Post Mile
PM_{10}	Fine particulate matter
PSR/PSRs	Project Study Report/Reports
RCB	Reinforced concrete box
RMP	Regional Mobility Plan
RSS	Riversidean sage scrub
RTA	Riverside Transit Authority
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SA	Site Assessment
SANBAG	San Bernardino Associated Governments
SCAG	Southern California Association of Governments
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO2	Sulfur dioxide
SR 30	State Route 30
SR 57	State Route 57

SR 60	State Route 60
SR 71	State Route 71
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCE, TCEs	Temporary Construction Easement, Easements
TCM/ TCMs	Transportation Control Measure/Measures
TMP	Transportation Management Plan
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
V/C	Volume to capacity ratio
vpd	Vehicles per day
vpd	Vehicles per hour
YWCA	Young Women's Christian Association

G.2 MEASUREMENTS

The measurement units in this report are expressed in both metric and English units, with metric units followed by English units in parentheses. For ease of translation, the following conversions are included to allow the reader to better understand the measurements in the report.

English/Metric Conversion	**Metric/English Conversion**
AREA	**AREA**
1 square foot = 0.093 square meters	1 square meter = 10.752 square feet
1 acre = 0.405 hectares, 4,047 square meters	1 hectare = 2.471 acres
1 square mile(640 acres) = 2.59 square kilometers	1 square kilometer = 0.386 square miles
LENGTH	**LENGTH**
1 inch = 2.54 centimeters	1 centimeter = 0.394 inch
1 foot = 30.480 centimeters or 0.305 meters	--
1 yard = 0.914 meters	1 meter = 1.094 yards
1 mile = 1.609 kilometers	1 kilometer = 0.621 mile

APPENDIX H
Updated USFWS Species Letter

Appendix H
UPDATED USFWS SPECIES LETTER

The Unites States Fish and Wildlife Service (USFWS) provided an updated species list for the Interstate 10 study area as shown on the following pages. The original species list provided by the USFWS for the I-10 project is provided in the Natural Environmental Study technical reports for the I-10 project.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008

In Reply Refer To:
FWS-LA-3032.1

AUG 19

Adelina Munoz
California Department of Transportation, District 7
Division of Environmental Planning
120 South Spring Street, Room 1-8A
Los Angeles, California 90012

Re: Request for Information on Proposed, Threatened, and Endangered Species for the Interstate Route 10 High Occupancy Vehicle Lane Project, Baldwin Park and San Dimas U.S. Geological Service Quadrangles, Los Angeles County, California

Dear Ms. Munoz:

This letter is in response to your facsimile received August 8, 2002, requesting information on federally endangered, threatened, and proposed species that may occur adjacent to Interstate Route 10 in the Baldwin Park and San Dimas U.S. Geological Service Quadrangles, Los Angeles County, California. To assist you in evaluating the potential occurrence of these species within the area of interest, we are providing the enclosed list, which identifies federally listed endangered, threatened, and proposed species that occur in the general region.

Section 7 of the Endangered Species Act of 1973 (Act), as amended, requires Federal agencies to consult with us, the U.S. Fish and Wildlife Service, should it be determined that their actions may affect federally listed threatened or endangered species. Section 9 of the Act prohibits the "take" (e.g., harm, harassment, pursuit, injury, kill) of federally listed wildlife. "Harm" is further defined to include habitat modification or degradation where it kills or injures wildlife by impairing essential behavioral patterns including breeding, feeding, or sheltering. Take incidental to otherwise lawful activities can be authorized under sections 7 (Federal consultations) and 10 (habitat conservation plans) of the Act.

If a proposed project is authorized, funded, or carried out by a Federal agency and may affect a listed species, then the Federal agency must consult with us on behalf of the applicant, pursuant to section 7 of the Act. In other words, any activity on private land that requires Federal involvement (such as the issuance of a section 404 permit under the Clean Water Act by the U.S. Army Corps of Engineers) and may affect listed species must be reviewed by us to insure that the continued existence of the species would not be jeopardized. During the section 7 process, measures to avoid and minimize project effects to listed species and their habitat will be identified and incorporated into a biological opinion that includes an incidental take statement that authorizes incidental take by the Federal agency and applicant.

If a proposed project does not involve a Federal agency, but is likely to result in the take of a listed animal species, then the landowner or project proponent should apply for an incidental take permit, pursuant to section 10 of the Act. When an application is made for an incidental take permit, measures to avoid, minimize, or mitigate for effects to listed species and their habitat will be identified and incorporated into a habitat conservation plan. If the habitat conservation plan and the application for the permit meet the issuance criteria, a permit authorizing incidental take is issued.

We do not have site-specific information for this area. Therefore, we recommend that project proponents seek assistance from a biologist familiar with the habitat conditions and associated species in and around their project site to assess the actual potential for direct, indirect and cumulative impacts likely to result from the proposed activity.

In addition to the organisms specified on the enclosed list, we are also concerned for the following habitat community types that could potentially occur in the area and are becoming more rare. These include riparian, coastal sage scrub, Riversidian alluvial fan sage scrub, woodlands, chaparral, native grasslands, and freshwater marsh and aquatic communities. The proposed project is located within designated critical habitat for the federally threatened coastal California gnatcatcher (*Polioptila californica californica*) along the eastern end of Interstate Route 10 on both sides of the road. Any coastal sage scrub habitat in this area should be avoided. The many-stemmed dudleya (*Dudleya cymosa* ssp. *crebrifolia*), which is listed as a category B1 on the California Native Plant Society (CNPS) list, is located in this area and should also be avoided.

Please contact the California Department of Fish and Game (CDFG) for State-listed and other sensitive species that may occur in the area of the project. State-listed species are protected under the provisions of the California Endangered Species Act. Rare plant species that may occur in the project area are included in the CNPS inventory of rare and endangered vascular plants in California. State-listed and CNPS species require full consideration under the California Environmental Quality Act.

Should you have any questions regarding the species list provided, or your responsibilities under the Act, please contact Fish and Wildlife Biologist Kerri Davis of my staff at (760) 431-9440.

Sincerely,

Karen A. Evans
Assistant Field Supervisor

Enclosure

ENCLOSURE

Federally Endangered, Threatened, Proposed, and Candidate Species that May Occur in the Vicinity of Interstate Route 10, Baldwin Park and San Dimas USGS Quadrangles, Los Angeles Counties, California

Common Name	Scientific Name	Federal Status
Birds		
southwestern willow flycatcher	*Empidonax traillii extimus*	endangered
coastal California gnatcatcher	*Polioptila californica californica*	threatened
least Bell's vireo	*Vireo bellii pusillus*	endangered
Crustaceans		
San Diego fairy shrimp	*Branchinecta sandiegonensis*	endangered
Riverside fairy shrimp	*Streptocephalus woottoni*	endangered
Plants		
Braunton's milk-vetch	*Astragalus brauntonii*	endangered
thread-leaved brodiaea	*Brodiaea filifolia*	threatened